

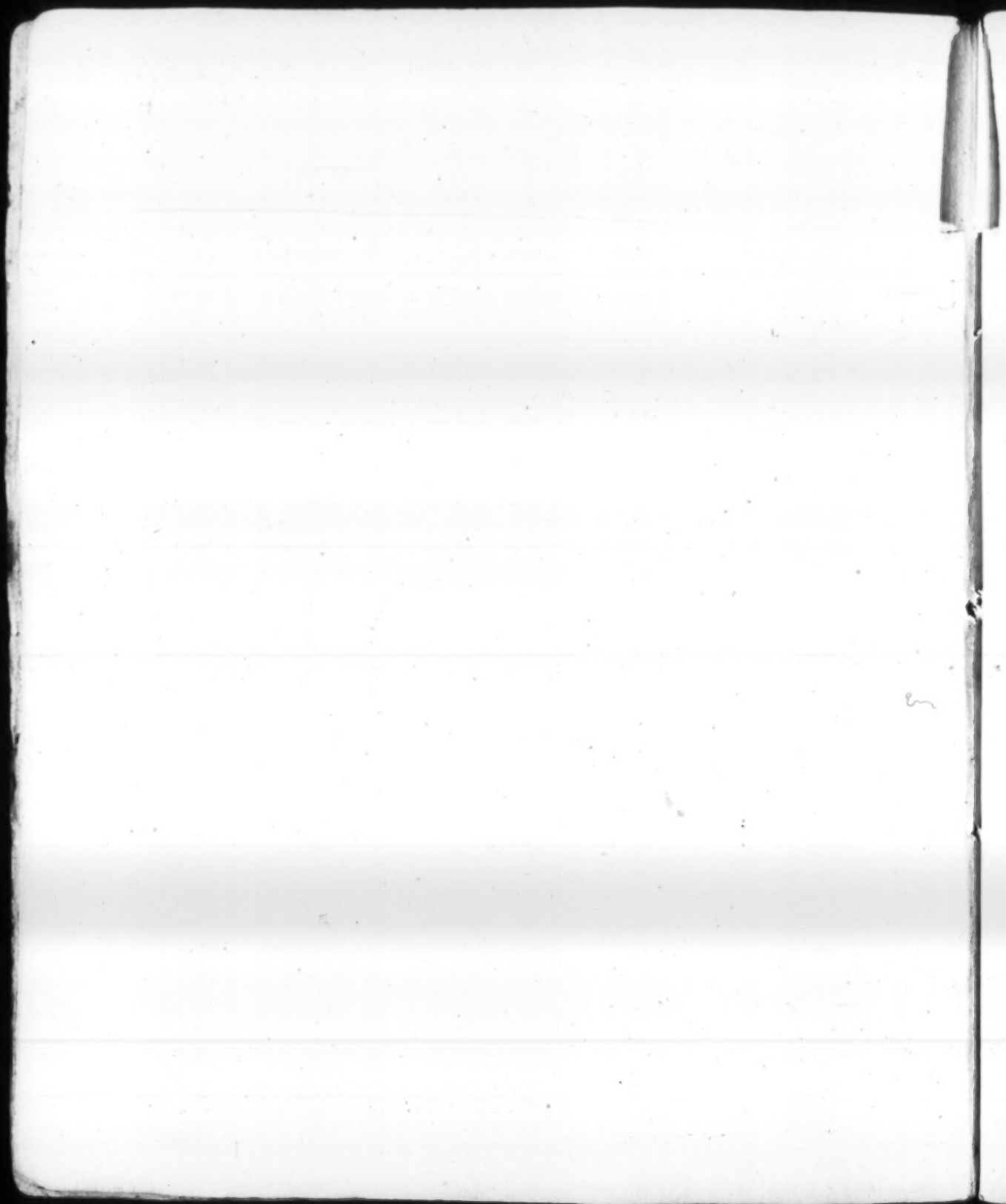
Mr. Samuel Hammond Mother of Sir And S. Hammond B<sup>t</sup>  
died at her house in Orchard St Portman Square  
28 Nov. 1768 - and was buried at Ham.





Heads of the Life of Sir Andrew Snape  
Hamond Bart. written merely for the  
Private Information of his own Family; as  
the Narrative will shew; being of little Interest  
to the World at large.

William C. Hamond  
No. 1.



1  
For the Commencement of this Narrative  
it necessary to state, that I was born  
in the Mansion House on my Brothers  
Estate, called the Limekilns, at Black-  
Heath on the 17 Dec<sup>r</sup> 1730, under some  
extraordinary Circumstances; my Father  
M<sup>r</sup> Robert Hamond, who was a Merchant  
& Ship-owner in London, having married  
my Mother about a dozen or fourteen  
years before, and who was only Daughter  
& Heiress to Robert Snape Esq<sup>r</sup> of that Place, <sup>having</sup>  
had occasion for his commercial Concerns,  
to mortgage the Estate, the Mortgagee  
taking advantage of my Fathers absence,  
(whose affairs had then called him  
out of England) had endeavoured by art  
& stratagem to obtain possession of  
the Premises; but my Mother, being an  
active

clever & sensible women, being apprized of the design, had prevented<sup>it</sup> at length however force was made use of for the Purpose, but repelled by my Mother & her servants for a considerable time (in the expectation of my Father's return from abroad), until she was confined in her Bed by my  
 The  
 1734<sup>th</sup> { Birth, when forcible entry was made at  
 1738 { the Roof of the House and possession gained.

This event was very humorously detailed in a periodical Publication of that time, as "a Fortress regularly besieged, & defended by a Heroine, & a small Garrison, against an Army of Veterans &c."

It appears that my Father soon after returned to England, and our Family consisting of three Sisters, Lydia, Jane, & Biddy, removed; first to Rotherhithe, & afterwards to Wellclose Square, where my Father carried on his business<sup>of a Merchant</sup>, and at the time of the ending of the war in 1749 I remember him

to have been sole owner of 5 Ships in  
different employments in the West India  
Service; and <sup>I have always heard that he</sup> was highly respected on the <sup>the day?</sup> Exchange.

Previous to this Period I was placed  
at an excellent school at West Ham, in  
Essex, under the Tuition of <sup>the day?</sup> D<sup>r</sup> Walker.  
who took only 30 Boys. He was an  
excellent Man, a good scholar and well  
calculated for a school Master; he had  
two others besides a French Master,  
and his House in all respects <sup>was</sup> well reg-  
ulated. With D<sup>r</sup> Walker I remained betw<sup>n</sup>  
3 & 4 years, and until my poor Father  
(from the total loss of two of his ships,  
& the villainous conduct of one of his  
principal Captains, who had taken a  
bribe, to let an other ship take the cargo  
designed for his, remained a whole  
Season at Jamaica, doing nothing but  
incurring expences, & letting the worms  
destroy



destroy the bottom of a large ship named  
the Beekford <sup>Galley</sup> of 500 Tons) fell into mis-  
-fortunes; from which, with all his Industry,  
he never could entirely extricate himself.

My Mother at this severe stroke of ill  
fortune, never for a moment allowed herself  
to sink under it, but immediately set about  
removing her Family to a small house at  
Stepney Causeway; and having had an old  
Aunt committed to her care (Mrs Isabella Snopes)  
who had an annuity upon the Elton Estate,  
she contrived with small means, to make  
herself & Family, tho' living very retired,  
respected by the whole Neighbourhood.

at this time I was near 12 years old, and  
being of course taken from D<sup>r</sup> Walkers at  
West Ham, I went to a day school <sup>or Academy as it was called,</sup> in the  
Neighbourhood kept by a Quaker, whose name  
was Suxpeach, who treated me with great  
kindness, and to whom I always considered  
myself



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as obliged, for a degree of deference he always  
showed to me; and nothing gave me more  
pleasure than having an opportunity  
many years after, to be useful to one of  
his sons in the Navy.

What my Mother went through for the two  
years I stayed with her, to keep up my  
Father's spirits, & support the appearance  
of her Family, whilst he was settling his  
affairs, is not to be described, but is most  
fresh in my memory; I was her constant  
attendant & companion in all her tedious  
long walks on business, which she went  
through with a degree of fortitude & patience  
scarce to be conceived.

at length the time arrived for my  
entering on the Profession I had very  
early set my mind upon. My Family had  
long been intimate with Mr. Burley's, then  
Secretary to the Navy Board; and through  
him

him my Father became acquainted with Captain James Webb, a Post-Captain of some standing in the Navy. who, (being time of Peace) had solicited the admiralty for the command of one of the six small sloops of war, which were built to assist the Revenue, in suppressing smuggling, on the Channel. The one promised to Capt Webb was the Speedwell of 142 Tons then building at Chatham Dock <sup>yard</sup> and whenever he should be appointed, the Captain promised to receive me on board, and take me under his Protection.

At last:

14 Years. 2 Months

accordingly on the 14 Feb<sup>y</sup> 1753 the Speedwell was launched & immediately put into Commission — Capt Webb whose Residence was at Plymouth had for some time kept a pleasure Yacht <sup>of</sup> about 30 Tons, Cutter Rigged, which at this time was laying at Deptford. a few days was taken to provide me with Sea necessaries together with Chest & Bedding, and then, with my Father, I embarked on board this

Year  
1753

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yacht at 12 at Noon at Deptford; sailed immediately down the River, and arrived at Chatham at 10 O'clock the same Evening.

The Speedwell was rigged as a Ketch; had a complement of 50 men; no Lieutenants, but a Master, with regular War<sup>like</sup> officers, except a Purser (the Provisions &c being in the charge of the Captain) a Masters Mate & one Midshipman. The ship was soon fitted out, and having sailed down to the little Cove, had scarce time to put the ship to rights, before she was ordered to proceed with all dispatch to Gotenbourg, in consequence of Government having received information that the Swedes were fitting out an Expedition for some foreign Enterprise; — <sup>unknown to this Court,</sup> — as our arrival almost immediately followed an other Sloop of War (the Peggy) who had been sent from her Station at Yarmouth for the same





At that time no Penalties attached to the Smugler except the loss of Vessel & Cargo, it proceeded to condemnation; but as the Captors, on Custom House officers seldom detained the Vessels, being of small Value, the Smugler gained a profit if he escaped once in three trips —

In the Autumn of 1753 the Speedwell was ordered to Plymouth to refit; after which, and being actually under weigh to return to her Station, orders were received by Admiral Watson Boat, (who then commanded at Plymouth) to proceed to sea with sealed orders; which on being opened at the distance prescribed, directed Capt. Webb to proceed to Virginia, with Dispatches to Gov<sup>r</sup> Dinwiddie, then L<sup>t</sup> Gov<sup>r</sup> of that Province.

Vide Page  
10 — This  
Event happened  
at a later  
period of  
his life —  
viz 2<sup>d</sup> Dec<sup>r</sup>  
1755

Previous to our sailing from Plym<sup>r</sup>. the Eddystone Light House took fire & was burnt to the Bottom; all the G<sup>o</sup> navships Boats were sent out with Engines but to no effect

It was a grand but melancholy sight, and as our Boats went with the rest I was present at the scene, and got there time enough to see the Caws and Boat take the two men off the Rock (one of which had as appeared afterwards actually swallowed some of the lead melted from the lantern<sup>+</sup>) and to see the great superstructure fall into the sea, after exhibiting a regular column of fire.

Our passage to Virginia was about six weeks; arriving (as well as I recollect) about the middle of Nov<sup>r</sup>. — But having no time to prepare for such a voyage, there was little or no fresh Provision onboard; and had it not been for the kindness of Adam Watson (when he sent the Orders onboard for our immediate sailing to the Westward) to put a few Sheep & some live Stock in the Boat for the Capt. there literally would not have been any. and as the Navy Provisions of that day were not in any degree what they have been of late years, (as nothing was ever sold by the Victualing Board, but what was actually condemned by Survey) the Provisions, <sup>which had been</sup> returned from the Fleet at the end of the war

I see the  
fact stated  
in the Philad.  
Aphrodite Trans.  
- a paper of that  
year -



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war of 1740/9 continued to be served to the ships  
in Consequence during the whole of the Peace  
Establishment, until the war of 1756; which  
certainly was a great error in Government,  
as it <sup>in</sup> no small degree contributed to the great  
Mortality that prevailed in Adm<sup>l</sup> Boscawen's  
Fleet which sailed for N<sup>o</sup> America at the breaking  
out of that war: as well as to the disgust of the Seamen.

The Dispatches to the Gov<sup>r</sup> of Virginia,  
related to the Information which the Ministry  
had received from private Intelligence, that  
the French were building a chain of Forts  
on the River Ohio, with the View of Establishing  
on the Back of our American Colonies,  
a direct Communication down the Mississippi  
to the Gulf of Florida, from Quebec, contrary  
to the Treaties then existing; and <sup>which</sup> consumed  
the Virginia Govern<sup>r</sup> for not having earlier  
apprized the Secretary of State, of such  
Encroach<sup>ing</sup> & being made. The fact turned out  
to be, when Mr. Dinwiddie the L<sup>d</sup> Gov<sup>r</sup> assembled  
his Council, that the Circumstances was  
perfectly unknown in Williamsburg, the Seat  
of Govern<sup>t</sup> and measures were immediately  
determined upon for ascertaining, whatever  
might have been done by the French, and  
The

I nearly  
one third  
of the Command of the Army, within 6 months

W<sup>m</sup> Dinewidely.

Governor sent Mr. George Washington<sup>+</sup> (a young man then about one & twenty who had ~~been~~ come to the seat of Government, from Alexandria to seek some civil employment) with the Command of 30 Militia Men, well armed, who proceeded into the back Country with all possible dispatch, & who in about 10, or 12 weeks (after a very perilous expedition) returned to Williamsburg confirming all that the British Government had expected.

The Speedwell which had been detained at Hampton for the Governor's business, was dispatched early in February of 1754, and arrived in England after a short passage, with the dispatches.

I mention these particulars as they mark two considerable events; one, that it first gave the late celebrated Gen<sup>l</sup> Washington his first Military Ideas; the other, that it occasioned the 7 years war. as immediately on our return to England, the Expedition under General Bradock & Commodore Keppel was fitted out & sent to Virginia.

an other reason I might give, which is, that happening then to be at Williamsburg with Captain Webb, I became acquainted

& The same who afterwards Commanded the American Army.

with

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with Mr. Washington & heard him relate  
all his dangers he had gone through, both  
from the Indians & the French; and how  
narrowly he had escaped a man that had  
been laid for preventing his ever returning  
to Williamsburg. — with the Intelligence he had  
gained.

After refitting at Plymouth we returned to  
our station in the Channel, and was the  
whole of that summer actively employed against  
the smugglers, and Captain Webb having bought  
a fast sailing Cutter about 40 Tons, in which  
a great part of my time was passed, I gained  
not only a knowledge of Seamanship, but  
became well acquainted with the Coast, from  
The Downes to Plymouth. However in the  
1754. Month of November, the Sloop was laid  
up for the winter at East Coves; and the  
Captain having taken the House next to  
Coves Castle for his Family, and allowed  
all the Ships Company (except about half  
a dozen) liberty to go where they pleased, or  
could get employment, for 3 months; I availed  
myself of that opportunity to study Navigation  
under the Tuition of the Master Mr Thomas  
Cosway, who at that time (before the former  
observed.



Observations were practised) was reckoned one of the most able navigators in the service, as well as a most active & thorough seaman. He was afterwards adm<sup>l</sup> Sir Edw<sup>d</sup> Hawke's Master in the Battle with Conflans, and died Master attend<sup>t</sup> at Deptford. whose death I sincerely lamented.

1755

About the end of February a General Preps broke out; and the first knowledge we had of it, was a party of 50 Men from the Guard Ships <sup>at Portsmouth</sup> being sent on board the Speedwell, with orders to prep from all ships arriving into the Channel, and putting on equal Number of King's Men in Lieu. Without this supply of Men we should not have been able to proceed to sea as not more than half the Ships Company had returned; but in a fortnight after the whole, with few exceptions returned, having more than 2 Years pay due; which very much relieved Capt<sup>l</sup> Webb's mind, fearing to have been censured for his conduct in allowing the Ships Company to be absent; but at that time he had Custom & precedent to plead in his favor; for it had been

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almost a general Practice in the Stationed Ships  
at home abroad, to let the Ships Company be absent  
all the winter 6 Months; which became  
a perquisite of the Value of the Provisions  
between the Captain & Purser in the Proportion  
of  $2/3^d$  to the Capt. And in many Cases  
the Captain derived an Emolument from  
the wages; as the Men were discharged  
by a Pay Ticket (signed indeed by the signing  
Officers the same as the Ships Book) not  
payable at any certain time; so that the  
Sailor generally sold his Ticket for 4 or 5 Shs &  
discount in the pound; and it was paid to whoever  
was in possession of the Ticket, whenever  
the Ship was ordered to be paid; which seldom  
happened under three or four years, &  
much often longer; and this mode of  
Payment of the Navy was never altered  
until Mr. George Grenville's Act in 1759.

Previous to our sailing from Cowes, I remember  
to have received a great mortification &  
disappointment from Capt. Webb, from whom  
I certainly had received great kindness &  
attention, but the Circumstances was quite  
unexpected

and most extremely inconvenient to me. He sent for me to his House, and after a little enquiry how things went on respecting our preparation for sea, he told me I had now been <sup>two</sup> years on the Books as Midshipman, which rating, he had given me at my Friend's desire from the beginning, (that was as far as we <sup>sailed</sup> from under the first Clerk of the Chequer at Chatham) That he had ordered my Ticket to be made out which I must assign over to his agent, and that it was now his intention to rate me Master Mate, for my self. I can hardly describe what I felt upon the occasion, as I had formed many plans for the disposal of this large sum of money, and had intended the very next day to ask him for my Ticket; but after a little Pause, and I believe a Tear, I recollected that it was to him alone I was to look for Protection in the service, and therefore signed my Name, for his benefit, with a good grace. — It is, to this day, an astonishment to me, how I contrived to go on, with the very trifling supply I could get from home, which however I never asked for

but



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from sheer necessity; I lived entirely on board  
the ship, and scarce ever spent a shilling  
that could have been avoided.

1755 During the summer we were employed  
most actively on the Imprest Service  
and carried the New Raind Men, some-  
times to Portsmouth & at other times  
to Plymouth to supply the Men of  
war then fitting out rapidly at  
all the Ports, and towards the autumn  
we received orders to proceed to sea  
from Plymouth with secret orders,  
after about 3 days given for prepara-  
tion. This proved to be a most pleasant  
excursion, It was to convey a dispatch  
to the British Ministers at Lisbon,  
also at Cadix, Gibraltar & most of the Ports in  
the Mediterranean as high as Traples,  
which was performed in ten weeks;  
and which was for the purpose of preparing  
them to expect Hostilities, between us and  
The

French, which really happened shortly  
after we had sailed, but without any  
declaration of war.

Before we reached Gibraltar on our  
return from Naples, we spoke one of our  
cruisers, who gave us the information<sup>of the capture</sup>,  
and falling in with a French ship the  
next day, with a valuable cargo (which  
had formerly been the Hornet Packet)  
we made prize of her and left her at  
Gibraltar; and she shared the same fate  
as all those captures which were made,  
for above 6 months, previous to the war  
being declared (which did <sup>not</sup> happen until  
May 1756) namely of no benefit to the capture.

Captain Webb being an old Post Captain  
now solicited his friends for a ship  
of the line; but whilst there was a chance  
of the Rapture blowing over, he did not  
like to give up the Emoluments of his ship.  
In the month of July therefore he was ap-  
pointed to the <sup>1686</sup> ~~Temulent~~ <sup>and</sup> ordered to be fitted  
out at Plymouth.

we were then cruising off Portland,  
when one of the Kings Cutters joined us  
from

How is the plan for the winter, off the coast of King's Point at the  
the station of the English fleet at 14. which was on the night of the  
2<sup>d</sup> Dec. 1755 & the French fleet was off the coast of the  
from the 1<sup>st</sup> of Jan. 1756 to the 1<sup>st</sup> of Feb. 1756

1756

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Patri month with Captain Cornwall, a Master  
& Commander, to supersede Capt. Webb, who  
in the same conveyance, after giving  
up the Command of the Speedwell, in proper  
form to the new Captain, proceeded on  
to Plymouth to join the Sunderland.  
as it was intended <sup>that</sup> I was also to belong  
to that ship, I should have gone with  
him in the Cutter, but for the following  
reason, the want of Officers for the  
Speedwell Sloop.

Unfortunately for Capt. Cornwall,  
the Master (a Mr. Bissett) had leave to  
go to London to pass his Examination  
for a higher Rate, and he was not returned  
his Lieutenant being allowed, myself as Master  
Mate, was doing the duty both of Lieut. &  
Master, as well as Pilot; and being only just  
burned of 17, Captain Cornwall was not a little  
alarmed at his situation; and within an  
hour after the former Captain had left ~~the~~  
left the Sloop, he took me into his Cabin; shewed  
his History to me & told me that he would  
not have taken the Command of the ship  
had not Captain Webb assured him that he  
might

1756 safely rely on my ability to do the duty of Lieutenant as well as Master, and from the knowledge I had of the Coast, he need be under no apprehension in the want of a Pilot, and I having also assured him, that he might safely confide in my best endeavours to render him every assistance in my power, he would not tell <sup>me</sup> how totally incapable he was of acting as Captain, without that assistance from me, which he hoped I would afford him.

The Particulars of his History were, that a Relation of his in the last year<sup>+</sup> had borne his name on his ships Books for several years, and having joined his ship in the Mediterranean<sup>at the Peace of 1749</sup> only a year before the Fleet was ordered home, his Relation obtained a Lieutenants Commission for him from the Admiral (as a token of his regard for the memory of his uncle who had been killed in Battle in the Marlboro) that instead of coming home in the ship, he had remained for some time in Italy before he came to England, and since that<sup>time</sup> had lived in the Interior of the Country & never set his foot on board ship till he embarked on board the Cutter to come

+ Capt. Cornwall of the Marlboro



his speed well. He had therefore every thing  
to learn, almost as much as if he had never  
been at sea".

Under these circumstances we soon  
became well acquainted with each other,  
and finding him a most amiable, pleasant  
& well educated young man, we formed  
a strict friendship for each other, which  
lasted to the time of his death which  
happened not till many years after.

In the course of the three months I  
remained in the ship with him, we took  
two small French Privateers & retook  
two Merch<sup>t</sup> Vessels. I then proceeded to  
Plymouth to join the *Sunderland* under  
my old Captain (Webb) which ship I  
found just coming out of Dock, after  
a thorough repair.

1756

It is here necessary to mention the  
state of the Navy at that time, with respect  
to Lieutenants & Masters. The seven or rather  
eight years of Peace, with only a retainer  
of 2 Shillings a day half pay for the former,  
and

and only a small provision for about 30 of the latter, had occasioned. The greatest part of the whole, to provide for themselves in the Month's service at sea, or in other situations; In so much that when this war broke out not above one third of the Navy could obtain their Complement of Officers, and some hundred Lieutenants were <sup>proposed</sup> made, who had not nearly served their time in the Navy; but it was allowed to be made up by East India or <sup>the</sup> Month's Ship's time.

The *Sunderland* felt this inconvenience particularly, and did not obtain her Complement of Officers for upwards of 4 Months. — Two Lieut.<sup>s</sup> (the first & second) were however named <sup>but</sup> and were both in the North of Scotland; neither of which joined the ship for two months, nor had we any master until after that period, by which time, under the direction of Capt Webb (who resided with his family at Plympton, and came about twice a week to



to see how our Equipment of the ~~Ship~~ went on) the Ship was compleatly rigged the hold stowed & cables outboard, by my own Execution as Masters Mate, with the assistance of borrowed men from other Ships in the Harbour, who were in greater forwardness than ourselves. No Establishment or Contract for Riggers existed at that period.

1757

As this Ship was destined to form a part of the Fleet for North America, under the Command of Admiral Holbourn Captain Webb, changed into the Saint Albans of 60 Guns then at Portsmouth bound to the Mediterranean Station, and took me with him, by an Application to the Admiralty for that purpose; Captain Mackenzie the new Captain having refused to let me go without it: and made me handsome promises if I would stay with him.

from the  
St. Albans

The St. Albans took out the Mediterranean Convoy from Spithead, & all a from  
Cork,

May  
1757.

where we stayed Ten days, which gave <sup>me</sup> an opportunity of seeing the City of Cork & its Environs, and also Admiral Hobbourn's Fleet, with 2 Flags & 10 Sail of the Line & 6 Frigates & Fireships, which was the first Fleet I had ever seen assembled.

Our voyage to Gibraltar was short we then joined the Fleet under Admiral Osborn & Calais, consisting of 10 Sail of the Line, and soon after sailed up the Mediterranean to the Blockade of the French Fleet at Toulon, when after 8 or 9 weeks cruising the Fleet went into Cagliari Bay in the I. of Sardinia to water, and left the S<sup>t</sup>. Albans to cruise betw<sup>n</sup> that I. & the Barbary Shore until relieved.

The next day brought on <sup>an</sup> event, happening to be heaving the logs off the Poop, I discovered a sail, which had  
not

25  
been noticed from the look out at the  
masthead. The Captain on my information  
immediately gave chase, and after a  
long Run came up with it and found  
it to be a large French Polacre laden with  
wool Beer &c. As this was our  
first Prize, and being discovered by myself  
I was made Prize Master & received  
orders to make the best of my way to  
Lybourn and deliver the ship to Mr Dick  
The British Consul (afterwards S. John D.)  
My Complement was a Midshipman & Seaman  
& myself.

The crew being shifted, the S. Albans  
went in chase of another Vessel &  
was scarce out of sight, when standing  
to the Southward (the wind being Easterly)  
I stood under the Island Galita, where  
I expected to get smooth water and have  
an opportunity of putting the Vessel to rights  
& making the Seamen acquainted with the  
particular mode of the Polacre Rigging, which  
of

of course was new to us all, but what was  
my surprize when on opening the Island,  
I saw there, an armed Ketch, which hoisted  
algerine Colours, and was in the act of  
getting under way. <sup>to speak to me,</sup> To escape from them  
was impossible, I therefore thought it best  
to put ~~to~~ <sup>to</sup> a good face on the circum-<sup>stances</sup>  
and therefore shortened sail & run under  
her Stern, and told the Captain that I was  
a Prize to the Ship he might have seen  
in the morning, which was an English  
Man of war, who had gone to speak  
with another Vessel, but was afterwards  
to return to this anchorage. He sent his  
Boat on board, and finding I had not deceived  
him in regard to the Vessel, and not choosing  
to encounter the Man of war, he got  
under way immediately and took a  
course so as not to meet her. and glad  
I was to escape being Plundered, if not  
made a Prize of; Having no mediterranean Pass.

In the Night the wind gave me a Land,  
so that in the morning I found myself

off



the opening of the Bay of Cagliari, to which  
 place I intended to proceed in hopes of getting  
 a conveyance, or some protection from the Adm<sup>l</sup>  
 on my Passage to Leghorn. The weather  
 was remarkably fine, and we were near  
 enough in, by 7 in the morning, to discover  
 the Mast heads of the Fleet from the Deck,  
 when we perceived a Latine Vessel coming  
 out Rowing & Sailing. as she approached  
 us fast, & having no Colours<sup>up</sup>, we began to  
 consider how<sup>far</sup> it was possible; (as Cagliari  
 was a neutral Port) she might be an Enemy.  
 we therefore began to prepare our four  
 three pounders <sup>accompanied</sup> which must have made a  
 feeble resistance, had she attacked us, as we  
 soon perceived she was full of men & was  
 coming down to receive us. and little  
 doubt remained of her being a French Privateer.  
 at this moment it struck me of its  
 being possible for every thing about the Place  
 must appear as still French, and the Privateer  
 might

might have no suspicion of her being a Prize) to deceive the Privateer by dressing ourselves in the old cloaths we found left on board; accordingly I put on a Red fur Cap & an old Grog, The men followed my Example and walked Carelessly about the deck not seeming to take any notice of the Cruiser; This stratagem had the desired effect; for after coming within Musket shot, to our great joy & surprise, he changed his course & gave chase to a sail in another quarter.

The next day the <sup>same</sup> French Privateer came into Cagliari, and I met the French Captain ashore at the Postique House; who told <sup>me</sup> that he had, only two days before our Capture, he had been on board our Polacre, who was <sup>then</sup> beating to the West with contrary winds. That the Captain had been very civil to him

&

and made him some presents; and not having the least suspicion of her being in English hands (seeing the Captain in the very dress he wore when he last saw him) he was unwilling to give him any further trouble, and therefore gave chase to an other Vessel which he found to be a Ragusan.

This was indeed a very narrow escape from becoming a Turkish Prisoner; and it had another good effect, by causing Admiral Osborn to give me an order not to move out of the Bay until he could give me a Convoiy to Leghorn.

As our Prize had come from the Levant, we were continued in Luzzianum which prevented me from seeing the Town of Cagliari which is very large and by being built upon the side of a Hill ascending from the water, has a most noble <sup>beautiful</sup> appearance.

In

Bocca

In the course of a week the Ambuscade Frigate Captain Gwyn, was ordered to give me, & some other Vessels going that way, convey to Lychan - The wind being westerly, we soon passed through the small Islands Pianosa, Stromboli &c, and fetched into the Bank of Piombina between the Island of Elba & the main Land, which is a channel not more than 8 or 9 miles broad, with a current always running to the Eastward. Capt. Gwyn persevered against the westerly wind for two days, without making much way, and then bore away & went round the South side of Elba and in less than 30 hours <sup>we</sup> anchored in the Road of Lychan.

Next Day I saw the agent Mr. Dick, who gave me orders to come into the Mole to perform Quarantine (aquar)



agreed to the Regulations of the Port) first  
putting the Cargo into Lighters, which  
were sent off to us in the Road, and  
brought Two men as Guards, who rem-  
ained with us the whole time of the  
Quarantine which lasted <sup>the whole</sup> 40 days —  
and a most tedious manner of passing  
so long a period, I well remember to have  
found it.

a fortnight after my arrival  
another Prize to the S. <sup>H</sup>allans came  
in, Comanded by the 2<sup>d</sup> Lieut (Lower)  
she was from Smyrna, and tolerably  
richly laden. These Two Prizes (<sup>th</sup>  
were the first carried into that Port in  
the 7 years war, and was the foundation  
of 1<sup>st</sup> John Dick's fortune, <sup>as they</sup> sold for a  
large sum, which allowed me ~~the~~ £205 —  
for my share as a masters mate. The sea  
money were put on board the Guernsey  
of 50 guns Capt Milbank; and the  
agent having by favour allowed me to  
receive

my Proportion at Leghorn, after we  
had got Pratique, I bought a Bill of  
Exchange on London for £150, which  
I sent <sup>home</sup> as a present to my Father & Mother.

as this was the first money (as at home)  
I had ever been Master of, I was too well  
acquainted with the want of it, to squander

Worth  
imitation.

the remainder, as was too much the  
Custom for young men at such a place  
of Temptation as Leghorn. However

having the room of Mr Dick the Consul  
House, & Mrs Dick being a very delightful  
woman, I had the best opportunity  
of being the Place & enjoying the  
amusements & society, to the greatest  
advantage, for upwards of a fortnight.

Cornwall  
of  
1750.

I remained there; more especially  
as it happened to be the Time of  
Carnivals.

The Querssey took the English  
Trade down to Gibraltar. we therefore  
with all our Men embarked on board  
that

Ship, and joined the Fleet in the lower part of the Mediter. just in time to see the action of the Monmouth taking the Hondroyent, & the Revenge the Orfee.

Captain Gardner having lost his life in that action, Cap<sup>t</sup>. Harvey (afterwards Lord Bristol) went into <sup>his ship</sup> the Monmouth, and my Captain (Webb) changed from the S<sup>t</sup>. Albans into the Hampton Court, and took me with him. and we remained cruising with the Fleet in the gulf of Gibraltar, to intercept the French Fleet from Toulon, then expected <sup>id to be</sup> making a Push to join the Brest Fleet; but which did not happen whilst we remained with Admiral Osborn. The ship becoming so very leaky that Capt Webb wrote for a jury upon her,

and

1750 and being found to be in very bad condition, we received orders to make the best of our way to Plymouth.

On the Passage we fell in with a French Frigate, and in the eagerness of pursuit, so much sail was set upon the ship, that a sudden alarm prevented of the ship being in danger of sinking. Sail was immediately shortened, but not before there was 7 feet water in the hold; and the French man (who was coming fast up with) made his escape, under his Topsails,

narrow  
Escape  
of the  
Hampton  
Court

On our arrival in Harroze, Vice Admiral Harrison then Com<sup>ing</sup> in that Port, hoisted his Flag on board the Hampton Court, which ship was kept in commission, with a reduced complement, until a dock became vacant for her being repaired.

Having now been 5 years at sea, and understanding from Capt. Webb <sup>that</sup> he had pro-  
ceeded



me a Certificate for an other year, from  
 the Captain of an East India <sup>man</sup> of his acquaintance  
 !!! - and, I obtained permission to go up to  
 London to pass my examination for a  
 Lieutenant, when I found no difficulty  
 at the Navy Board; and after staying  
 two or three weeks at home with my  
 Mother & Sisters, I rejoined the Hampton  
 Court at Plymouth, but without any  
 immediate prospect of obtaining a  
 Commission. — and Captain Webb having  
 at that time an object in view <sup>for himself</sup> to obtain  
 which, all his interest was exerted, candidly  
 told me that I must do the best I could  
 for myself.

However I did not remain long on  
 board this Guardship. The Albany Fleet  
 of War of 14 Guns Capt. In<sup>o</sup> Dalrymple  
 came in to refit, and having had  
 strong reason to be dissatisfied with his  
 Lieutenant (Palliser) It was agreed between  
 them that he should go ashore to pick  
 up a new one.

Afterwards  
 Sir Hugh  
 Palliser.

Harrison and I received an order from the Post  
Admiral to act as Lieut on board the  
Albany until his return, which never  
took place.

The Schoon was stationed between  
Milford Haven & Plymouth, with the  
Trade round Land, backwards &  
forwards; and living on the best terms  
with my Captain, I passed six months,  
very pleasantly, but without the least  
prospect of a Commission; till at  
length an event took place, which  
laid the foundation of all my future  
prosperity in life.

My Captain was made Post  
into the Solebay, and his successor  
Lieutenant Hallum (an old officer then  
on the Impress Service in Ireland, had  
not joined; I therefore became  
Commanding Officer. We were then  
refitting at Plymouth, and the ship  
being cleared for going into Dock the  
next

day; unsigged ~~from~~ the lower masts, & every thing out but the Boleash, when at 7 in the morning I gave orders to attend the Admiral. He first asked me, in what state the Albany was, I answered that she was preparing for Docking; "No, says he, she must not be docked now, as I want her immediately to convoy some Victuals & carry out some stores which are much wanted in Sir Edwards Hawks's Fleet. Therefore get your ship into the Sound as soon as you can, make the signal for the Victuals to join you, and then come to me for your orders."

I should here state that Adm<sup>l</sup> Harrison lived on the opposite or western side of Weard. Hamoze; he was a very old man, of few words, and as I wore a Lieutenant's Uniform, no question was asked as to my actual situation; for had that been known, I concluded he would have given an order to one of the Lieut<sup>s</sup> of his Flag ship to have taken the command

? recalled by him for of  
It was Adm<sup>l</sup> Harrison who gave him his Act<sup>l</sup> order -

1759  
June

of the ship - I therefore hastened on board, and fortunately arrived in time, before the part of the ships company (who I had given leave of absence to) had gone ashore.

I immediately communicated to the Officer that the ship was to be got ready for sea with all possible expedition, for a most important service; and it is only justice to them & the whole ships company (who were excellent men & perfectly attached to me) to say that they seconded my endeavours, even beyond my expectation; and each man in the ship vied with each other who should render the most service. From the Dock yard, Vict<sup>s</sup> Office Southdown Brewery & Ordnance Wharf, I had every thing I asked for, brought to me without delay. In so much that by 5 o'clock in the afternoon the ship was in a condition to receive the stores which the Master attend<sup>t</sup> brought along side for the Fleet.

They consisted of 4 - Seventy four Gun ships Top masts 2 D<sup>r</sup> Topsail Yards 2 Gibb Booms, various smaller articles, <sup>28 tons</sup> and a sheet anchor for the Admirals ship the Ramillies. The latter of which was unstocked & of course stood up & down before the mast in the main Hatch way.



The Topmasts & Spars were divided equally on each side, hoisted up to the height of the Gunnel, and then slung a cross the Forecastle & Quarter Decks by the Steam Cable & Hawsers, and lashed down to the Row Ports in such a manner by cross lashings, some fore & aft, that they could fetch no way; nor did they prevent the Guns from being used, if there should be occasion.

At  $\frac{1}{2}$  past 6, having two hours Ebb tide in hand, I got the ship under way (but leaving a Boat to tow off the Top Gal<sup>ly</sup> Masts which were still ashore) and with my assistance from the Pilot, who said the Tide was too far spent, turned down into the Sound against a most ~~strong~~<sup>SE</sup> wind, where we anchored, & made a signal for the Convoy. I then directed the Master to put the ship to rights, and was at the Admirals between 8 & 9 o'clock for my orders, which, together with the Rendezvous of 1<sup>st</sup> Edwards's Fleet & various Dispatches from the Admiralty & Secretary of States Offices, I found quite ready for me.

Next

Next morning (the wind still continuing  
between the S<sup>o</sup> & West) I got under way  
with the little Fleet of 7 or 8 sail, <sup>of Victuals</sup> and after  
making several trips, rounded, at no great  
distance, the Ram Head point; and the  
wind backing a point to the Southward gave  
us a good slant down Channel; so that  
before night we passed Talmouth & soon  
after saw the Lizard lights.

In the night the wind became more  
favorable so as to allow my shaping a  
direct course for the Rendezvous of the  
Fleet. at 10 o'clock they were in sight,  
and at noon I was on board the Admiral.  
I delivered him my Dispatches: together  
with a statement of what I had brought  
out for different ships - Sir Edward <sup>Hawke</sup> Received  
me very kindly, with his spying Glass in his  
hand, coming out of the Stern Gallery,  
saying "I am very glad you have joined  
us before night come on; for I apprehend  
a violent Gale is coming on, therefore  
get on board your little Schoon as fast  
as

as possible, and do your best to preserve  
your spars if you can, and if not you  
must get rid of them" - at this time  
the Fleet were close Reefing the Tops<sup>4</sup>  
and so suddenly did the gale come on that  
said before I had well got on board my  
Ship (which lay close under the Admirals  
Lee Quarter) and my boat hoisted in,  
the gale so much increased, that the  
foretopails were taking in, the Top-Gall  
masts striking, and east-Ship preparing  
for the pending gale, which before 8  
o'clock was quite tremendous, and the sea  
prodigiously high.

It proved a most dreadful night  
with much thunder lightning & hard  
Rain. I had taken care before dark to  
secure a clear keel from any of the  
great ships, and I thought it best to lay  
too under the double Reefed mainsail  
to keep the ship quiet and preventing her  
rolling to windward. She leaked very much,  
and great apprehension was entertained  
by many of the old seamen that the spars  
would strain the upper works that the ship  
could not possibly hold out. To this, I opposed  
the

danger that would accrue of the ship striking on the Spars, if we were obliged to cut them away; Therefore so long as we could prevent the water from gaining <sup>materially</sup> on the Pumps, I would not part with the Spars, but kept the men constantly employed in strengthening the lashings, so as to prevent their fetching away; and nevertheless, did not neglect to have axes & hatchets ready to get rid of them, if it should be absolutely necessary for the safety of the ship.

During this sad night of weather we saw continual flashing of Guns firing; and never were people more happy to see the day light appear again, and the Gale to abate; <sup>than we were</sup> but how different was the Fleet circumstanced to what it had been the day before. Two Ships, the Hero (Lord Edgcombe) and the Conqueror Capt. Howland were totally dismantled, one more had lost her Fore mast, & several appeared with the loss of Top masts, <sup>& lower</sup> as for ourselves we were little or no sufferers by the Storm.

As the day advanced, the wind fell, & the sea went down; so that before noon I had my Topsails set, and got near  
to



to the Admiral who made signals to the <sup>43</sup> ships, to whom my Ships belonged, to follow with the Albany; and as their Boats came near I cut the Top masts &c loose from the ship, with marks for each Boat to know their own; and glad was my Ships Comp. 7, to be clear of them.

The dismasted Ships were fully employed all this day in getting up juncy masts, and in the course of the next day, they appeared tolerably well fitted, having had all the assistance from other ships they required; and the weather having continued moderate, which proved a most fortunate circumstance as the night following it came on to blow from the West extremely hard; and as soon as it was day light the Admiral judged it prudent to give up for the present the Blockade of the Port of Brest, and bore up for Torbay.

Soon after our arrival there I went on board the Admiral's ship, who sent for me into his Cabin, took me by the hand and thanked me for the service I had rendered

the  
Fleet

by preserving the Topmasts, for without them  
several of the ships would not be able to  
proceed with him to sea again; Enquired  
where the Captain of the Albany was, and  
informed me that the Express he was then  
sending to the Admiralty, would acquaint  
the Board of my good conduct, with his  
request that I might be promoted to the  
Rank of Lieutenant, which I had I knew  
I well deserved.

To this kindness I could only express  
my grateful thanks; but I shall never  
forget his surprise, when I told him that  
I had not yet obtained the Rank of <sup>and observed</sup> Lieutenant.  
He said he was very sorry for it. The sea  
service was always best executed by enterprising  
young men when they made things done un-  
quainted with their business, which he was  
sure was my case; and altho' I could not  
now be made a Captain by this Recom-  
mendation, he hoped it would not be long  
before I should obtain the other step.

Before I left the ship Lord Howe Capt  
of the Magnanime, then a Crack officer, who  
all

all the service were looking up to, came on board the Ramillies & went down to the Admiral, who stated to him the singular circumstance of the Albany, which had brought out so many Topmasts to the Fleet, and had preserved them in the late violent gale of wind, being commanded only by a young Midshipman, who did not appear to be above 17 or 18 years of age. This occasioned His Lordship to send for me into the Captains Cabin, who began by thanking me for bringing out his Topmast. He and then entered into conversation respecting what the Admiral had been relating to him, and made me an offer of writing to the Admiralty, that I might be appointed a Lt. to his ship, if I had no objection.

This was my first introduction to his Lordship, and <sup>Sir John Hawkshaw</sup> ultimately the ground work of all my future Promotion in the Service.

When I returned to Plymouth, I learned that had I not failed early as I did the morning I went to join the Fleet, I should have been superseded <sup>in my command</sup> by the Admiral's first Lieut.

who having informed the Admiral of  
my not being a confirmed Lieut.<sup>r</sup> Received  
an order to take the Command, but before  
he reached Plymouth Sound, we were out of sight.

In the course of a week I received  
a letter from Mr Cleveland then Sec<sup>y</sup> of  
the Admiralty dated 20<sup>th</sup> June 1759 in the  
following words

20 June  
1759

Sir I am commanded by the Lords  
Commiss<sup>rs</sup> of the Admiralty to acquaint  
you that in consequence of the statement  
Admiral Sir Edward Hawke has made  
to their Lordships of your good conduct  
whilst commanding His Majesty's ship  
Albany, and of the service you rendered  
to several of the ships in his fleet  
by preserving their stores, their Lordships  
have been pleased to appoint you 5<sup>th</sup>  
Lieutenant of H.M. ship Magnanimity,  
and your Commission is sent to Sir Edward  
Hawke. I am Sir

your very humble serv<sup>t</sup>  
To Mr Andrew Snape Hamond  
in the Command of the Albany ship, I. Cleveland  
at Plymouth.



I shortly after took a passage in The Fame  
of 74 Guns, <sup>Hon<sup>ble</sup></sup> Capt. Byam, to the Fleet off  
Brest; and when the Admiral gave me my  
commission, he told me The Magnanime  
was compleat in her officers, but I should be  
taken care of. However The Magnanime's  
boat coming on board the Abol Ship The Roy<sup>l</sup>  
George I embraced the opportunity of going to  
thank L<sup>d</sup> Howe for his intended kindness, who  
prevented my return, by telling me he was  
going to settle the matter with the Admiral,  
which he accordingly did, by procuring an  
order for The 3<sup>d</sup> Lieut<sup>l</sup> (Willis) to fill a vacancy  
in a private ship, from some misunder-  
standing that subsisted between them.  
This was not a favorable beginning for me,  
with my Brother Officer, to whom I was a  
perfect stranger, and it happened that L<sup>t</sup> Willis  
was a great favorite with the whole crew  
men, who all expressed their concern  
at his loss. However in a very few days  
every thing was restored to perfect harmony.

My reason for being so minute in the  
~~particulars~~ in particular, is, as I soon after  
learned, that I had incurred the Admiral's  
displeasure by going on<sup>d</sup> Lord Howe's Ship,  
as it was his intention to have kept me  
as a supernumerary Lieut in the Royal  
George; and had that been my destination,  
in less than 4 months I should have  
been a Captain, from the Promotion  
which took place in November on the Victory,  
over the French fleet under Boscawen.

Instead of which it made 6 years differ-  
ence in my promotion.

1759 - 1760 The fleet continued <sup>under Sir John Jervis</sup> blocking up the  
Port of Brest untill about the 14<sup>th</sup> of Nov<sup>r</sup>,  
when a violent Gale of westerly wind forced  
them to take shelter in Torbay; when the Adm<sup>l</sup>  
sent up an express to inform the Admiralty  
of his situation, and proposed to their Lordshps,  
that as the season of the year was now  
too far advanced to keep the 3 Decks at sea, he  
would send them to the different Ports to refit; and  
if it was desired to keep on the blockade of  
Brest any longer, he would send the Vice  
admiral (Sir Charles Hardy) with a certain  
number

number of 74 for that purpose; believing  
<sup>confidently,</sup> ~~however~~ that the Fr Fleet, from all the  
intelligence he could learn, had no intention  
of putting to sea this winter.

This opinion, & proposal of the  
Admiral however had very little weight  
with the Govern<sup>t</sup>. who had positive  
intelligence, that the Duke D'Aquillon's  
Army, consisting of twenty thousand men,  
then assembled at Vannes, were intended  
to invade Ireland, and the Brest fleet  
was to be their escort; accordingly Sir  
Edward was ordered not to lose a moment's  
time in putting to sea with his whole  
force the first favorable moment.

at the time this order arrived, all  
the Boats of the Fleet were out having getting  
off water & supplies. The westerly wind  
died away & was followed by a light air  
from the East, and the greatest popular  
alacrity prevailed in getting the Boats on,  
<sup>for</sup> ~~and~~ in less than 6 hours the whole Fleet  
had passed the Berry Head; and with a  
proper



prepared sail, in 36 hours, rounded the  
Isle of Ushant, when on speaking with  
an accidental Neutral ship intelligence  
was gained that Meni<sup>er</sup> <sup>confluent</sup> D'Arbigny with 22  
sail of the line had left Brest two days  
before, which was the very time we had  
sailed from Torbay.

The wind was N.W. & blew strong,  
there could be little doubt of the course  
the French would steer and the Admiral  
carried all possible sail to make Bell Isle.  
Accordingly at day light in the morning of  
the 20<sup>th</sup> the main & fore frigates & the  
Majestics were sent ahead by signal  
to look out, when by 8 o'clock the Frigate made  
known she saw several sails in the E, and  
without waiting for orders I was from at the  
Main head, and assured the Captain that he  
might with perfect certainty make known  
to the Admiral (who was then 2 leagues astern)  
that the ships we saw were the French  
Fleet.

This <sup>Discovery</sup> ~~Reconnoiter~~ was particularly  
fortunate, for at this time some of <sup>English</sup> ~~French~~ ships



were in chase of a small squadron of four, under Commodore Duff, who had been stationed off the Morbion to watch the motion of the Duke D'Anguillon's Army, at that Place.

No sooner did M<sup>r</sup>. Bonflant perceive the British Fleet in his Rear, than he left off chasing Duff's Squad<sup>n</sup> & began forming his Fleet. His first Idea seemed not to decline the Battle, as he was perceived to be placing all his heavy ships in the Rear, and leaving too to receive us, but as we approached, he altered his plan and made sail in a line ahead, himself leading the Fleet & going at 6 or 7 knots.

Admiral Hawke made a signal for the General Chase, & then for the 7 headmost ships to form a line & engage the Enemy as they got up. It was near 2 O'clock before the war sighted. S<sup>r</sup>. John Bently began the action (as being the headmost ship) with the French 84, Formidable, & soon after the other

\* Note - The magnanimity being very foul was enabled only by carrying a pest sail to have any share of the action. The weather was extremely rough & very squally, in one of which the main top gall Yard was carried away in the rings, and the sail could not be got in. The ship lay <sup>greatly</sup> along, & the Topmast bent so much that the Topmast would

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Isle of Ushant, when on speaking with  
an accidental Neutral ship intelligence  
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Mayhem were sent a Head by signal  
to look out, when by 8 o'clock the Frigate made  
known she saw several sails in the S.E. and  
without waiting for orders I was from at the  
mast head, and assured the Captain that he  
might with perfect certainty make known  
to the Admiral (who was then 2 leagues astern)  
that that ship or ships were the French  
fleet. This <sup>discovery</sup> ~~Reconnoitre~~ was particularly  
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Ships engaged as they came up; when  
 the 4<sup>th</sup> ship of the Enemy's line having lost  
 her foretop m<sup>t</sup>. & within the m<sup>t</sup>. Topgall<sup>t</sup> mast,  
 quitted the line & put before the wind.  
 almost at the same time we had our  
 Foreyard Gibb Boom & foretop<sup>t</sup>. yard shot  
 away which obliged us to quit the line also  
 & gave chase to the ship before the wind,  
 which we out sailed, & soon came up with.  
 She brought too To rake us as we came up,  
 & Lord Howe went under her stern & laid  
 the Magnanime close alongside the French Hero, (a  
 ship of equal force & dimensions) so that the  
 muzzles of the guns of the two ships came in  
 contact, and a most furious battle ensued, for  
 about a quarter of an hour, when the Enemy  
 ran from this quarter, and the Fr<sup>o</sup> Captain, from  
 behind the m<sup>t</sup>. mast, called out for quarters, as  
 they had struck; but no man dared to go aft  
 to pull down the Ensign, until all firing had  
 ceased on the part of the Magnanime. Lord Howe

now would not go aloft to get the signal, but called  
 down to settle the m<sup>t</sup>. Top sail <sup>halcyon</sup>. This of course, whilst  
 in chase of the Enemy, could not with propriety be  
 done; when seeing the urgency of getting another  
 Topg<sup>t</sup>. yard up if possible (the battle not being then  
 begun) I left my quarters on the upper deck, went  
 aloft and drove 3 or 4 of the Topmen up before me,  
 cut the sail from the broken yard, which was  
 thrown over board, and fortunately succeeded  
 with little delay in getting another yard Rigg, and the

20<sup>th</sup> Nov<sup>r</sup>  
 1757



gave orders to the French Captain to let go an  
anchor, <sup>immediately</sup> which in a very short time was done,  
and the Prize brought up in 12 f. <sup>in</sup> water about  
4 or 5 miles from the shore. The same orders  
for anchoring was at the same time given  
for our best bower anchor to be dropped; and  
which was accordingly done; but unfortun-  
-ately <sup>The Master</sup> forgetting, that the stream cable, out  
of the Gun Room Port, was attached to it  
as a spring, (in case of engaging at anchor)  
the ship did not bring up, until the Lieut.  
Bremer, in rowing under the stern, to take  
possession of the Prize, perceived what prevented  
the ship from bringing up. <sup>We</sup> cutting away the  
spring. The small Bower Anchor stock had  
been shot away in the action, & the sheet  
anchor was upon the gun wale; so that  
we had, <sup>by this unlucky circumstance</sup> separated at least 2 miles from  
the captured ship, and <sup>they</sup> being too much wind  
I saw for a boat to row a Head, L<sup>t</sup> Bremer  
returned, without having been able to take  
possession of the Prize; which in the Night, cut  
the sail set. This trifling circumstance would not have  
been noticed, had it not ~~been~~ materially contributed  
to our early overtaking the fleet (who had lost her  
m<sup>n</sup> Top Gall<sup>y</sup> Mast) and from having received the  
thanks of Lord Horatio for my zeal & activity, on the  
Quarter deck, just as the action began.

cut her Cable & drove ashore, and which together with Mons<sup>r</sup>. Comblans own ship the Soleil Royale who had done the same, were after some days, set on fire by the Boats of the Fleet; covered by Capt Lockhart Ross in the Chatham of 50 Guns — we lost in this action a Lieut, 3 Mid<sup>s</sup>. and 25 men killed & about 35 more wounded. \*

The Magnanime was one of the first ships sent into Port to refit, and in attempting to get into S<sup>t</sup>. Helens in the Night, we ran aground on the Bambridge ledge, at ab<sup>t</sup>. 1/2 806, which occasioned the Guns to be thrown over Board, the water started and the ship lighted by every means possible, the wind blowing strong from the S.W. made a great sea and but little expectation provided of saving this ship. However at High water, by heaving her down with sail she floated and we ran directly into Portm<sup>r</sup>. Harbour, & was taken the next Tide into the Dry Dock, when it was

\*

Note — I have no intention of giving any particular acc<sup>t</sup>. of this celebrated Engagement. See Hawke & Comblans on the 20<sup>th</sup> Nov<sup>r</sup>. 1759 but merely to show the general Issue of it. It certainly prevented the Invasion of Ireland and gave the Dominion of the Sea to B<sup>r</sup>. Britain; and in Edw<sup>d</sup>. Hawke had great merit in not hesitating to follow the Enemy into the intricate Navigation into which their Pilots led them, and showed his wisdom in bringing the Fleet to anchor when Night came on, and had his subsequent conduct been just as was expected by the active & enterprising officers of the Fleet, scarce a line of

Bulter.

was found the greatest part of the m<sup>o</sup> Keel  
& Carboard sheaths were beat off and so much  
of the bottom injured, that it took 4 months  
to repair. her. The Guns (Brass) were afterwards recovered <sup>French</sup>

Most of that time I was (as youngest  
Lieut)<sup>ly</sup> employed at a Rendezvous in London  
to raise men to complement our Complement,  
which was the practice of the service at  
that time for ships to raise their own men,  
and depend very little on the Admiralty for  
Supplies.

and took  
the side - brandied a small Squadron to prevent  
the French ships from escaping out of  
the Vilaine; ~~and~~ The next year they  
appointed Com. Knowles in Basque Road  
with a Squad<sup>n</sup> of 15 sail of the Line  
& 6 Frigates. Cruizing occasionally, but  
more frequently at anchor; with the  
French Fleet of equal numbers, full  
in view, in the Character. His Lordship  
continued

- Ship of the French fleet would have escaped. Instead of  
which 7 sail were allowed to lighten their ships (in view)  
& in 3 days got into the Vilaine River. The Vice adm<sup>l</sup> 18 sail went off in the night to Rochefort, and it was  
not until 4 days after the action that Com<sup>o</sup> Keppel with 12  
sail was sent in pursuit of him, who had the mortification  
to see the last ship of the enemy run up the Charante at high  
water: only 1 ship was brought home (the Formidable) 2 sunk in action  
and 2 were burnt -



to hold this command, (which was considered as a detachment of the Western Squadron) without any material event happening, until the Spring of 1762, when The Duke of York the King's Brother, was promoted to the Rank of Rear Admiral & Lord Howe was appointed his Captain. A three deck ship being judged proper for his reception, The Officers & the whole of the Magnanime's Ship's Comp<sup>y</sup> were turned over to the <sup>new</sup> *Ps Amelia* of 80 Guns, and in July of that year joined the Western Squadron, of which His Roy<sup>l</sup> Highness made a part, <sup>as 13 in command</sup> until the war ended, early in 1763. when his Flag was struck & the ship paid off at Portsmouth.

The Duke of York was a most amiable man, very fond of the Profession, and would have made a good figure in it if he had lived. Being of the same age with His Roy<sup>l</sup> H<sup>ty</sup>, and every body around him <sup>being</sup> at least 15 years his senior, I was much noticed by him, was more with him than any other officer & received many marks of



to the hour of his death;  
kindness from him, I shall never forget how  
eagerly he pressed me in his arms, when I  
conveyed to him the intelligence of the  
Birth of the Prince of Wales. which seemed  
to give him great delight, saying "he should  
now consider himself quite as a free man,  
just released from Trammels" being <sup>by the</sup> the Presumptive  
Heir of the Crown.

763. During the first 3 months of this year I passed  
my time very happily in London with my Father  
& Mother & my two youngest Sisters, the Eldest  
(~~Cecilia~~) having some time before married a Scotch  
Gentleman, Mr. William Douglas, & resided  
at Edinburgh. This was the Father (by my Sister)  
of the Sir Andrew Douglas; that celebrated  
Sea Officer, who so eminently distinguished  
himself in the two succeeding wars with  
America & France, and died in 1797 (being then  
a Colonel of Marines) at the early age of 35.  
His Father having died when his son was only  
10 years old, he became my charge, and  
he never parted from me until he was a Post  
Captain at 19 when Adm. Arbuthnot <sup>on my quitting the ship</sup> gave him the Rockingham.

In April 1783 I married Miss Cecilia  
Sutherland, a young Person, manners, & Temper,  
was every thing that man could wish in a  
wife.

1763

but my Happiness was of short duration; a rapid decline seized upon <sup>her</sup> in the second year of our marriage; and altho she lived several weeks after she was delivered of a Boy (which did not <sup>this was</sup> survive her) she expired at Limerick in Ireland <sup>the 2<sup>d</sup> Child</sup> in the 21<sup>st</sup> year of her age. She left no near Relation but her Mother, who died the year following —

To proceed with my Narrative. On consulting Lord Howe, as to employment in the times of Peace, he brought to my recollection how much we had been at a loss during the war for the want of a knowledge of the T. coast, and the difficulties we had experienced in obtaining proper Pilots. He therefore recommended me to take the Command of one of the Cutters, which were about to be purchased into the service, to assist the Revenue in preventing Smuggling; and I judged such an appointment to be so much more eligible than going into a Guard ship, that I eagerly embraced the offer, and being introduced by his Lordship to Mr. <sup>George</sup> Grenville, then first Lord of the Admiralty, he gave me permission to go down to Sheerness, where the Cutters were fitting, and

to choose the one the most proper for the service proposed; which should be stationed in the Channel to give me the opportunity (besides assisting the Revenue) of occasionally visiting the French Coast & Harbours.

The one I chose was the Grace, Cutter of 120 Tons, 10 Guns & a complement of 30 Men. I took some pains both in getting Officers & Men, in which I was most fortunate, and being the first ready for sea (abt. the 20<sup>th</sup> April) & reported accordingly, I received immediate orders to proceed to Calais, there to receive on board a quantity of Stores which had been provided for the Earl of Sandwich's Embassy to Spain (who had now become First Lord of the Admiralty) and returning with them to Deptford to acquit the Secretary of the Admiralty of my arrival.

In three days this was accomplished; but not before information was given by the smugglers to the Custom House Officers of Deal & Dover, that the Grace was at Calais taking in a cargo. Being somewhat aware of it, as I passed through the Downs, and saw a Revenue Boat waiting to speak with me, I

ordered



a Rope to be thrown to them, which, as soon as they had hold of, layed their oars in, and was hauling up along side, was accordingly cut, and having a fresh breeze of wind & a fresh sail set they were of course enabled to overtake the Viper.

a Second Boat at the Upper end of the Downes was served in the same way, and I arrived the same afternoon at Deptford at the Kings Mooring, carrying the blood all the way up with me; Then taking to my Boat, the tide served me sufficiently to Whitehall stairs, and I saw Lord Sandwich as the admiral before 6 o'clock.

His Lordship thanked me for the expedition I had used in his service, but at the same time gave me to understand, that the Treasury had not yet given orders to the Custom House to let the articles (which were chiefly wine; champagne Burgundy & claret) be landed; and that there actually existed some doubt, whether it could be done without an order in Council; notwithstanding Mr Grenville assured him (Lord Sandwich) that such an order should be given before he had agreed to relinquish his Embassy for the appoint.



appointments he now held. I told his Lordship  
I must return with the Tide to my Office,  
and hoped I should have the order for landing  
the articles as soon as possible, as I foresaw  
some difficulty with the Custom House in  
consequence of my refusing to let their Boats  
examine the Vessel. He said I might depend  
upon hearing from him in the morning,  
and gave orders to his Secretary to acquaint  
Mr G. Grenville (then become first Lord of the  
Treasury) of my arrival & obtain the proper  
order without delay. — accordingly I left  
his Lordship; got down with my Boat through  
the Bridges to Deptford, and on going on Board,  
found a Custom House Officer had actually  
entered the Vessel & pretended to make a  
seizure both of the Cutt and Cargo: without  
the least hesitation I ordered him to <sup>go</sup> quietly into  
the Boat alongside, which would land him  
safely on shore; which if he did not immedi-  
ately do, force would be used <sup>but</sup> which I was  
desirous to avoid, and that I was willing to  
believe that he was unacquainted that I had  
myself a deputations to make seizures, or he would  
not have presumed to have put the broad arrow  
on the Hoys Ship; Tactfully the Officer  
took

took me at my word and went into the Boat, saying "I should be answerable for all the consequences".

My next step was an immediate Resolution to get every thing out of the Vessel before morning. accordingly I wrote a note to the Master attend to the Yard, to send me two short ladders; into which, the whole Cargo was put, and when the Flood made, the Master & a Mid<sup>d</sup> proceeded with them to Whitehall stairs, and the whole were put into the admiralty before day light.

My conduct in this intricate business pleased Lord Sandwich very much. He said it marked my character as an active officer of prompt decision; and that I might depend upon his support at the admiralty, as it would always afford him a pleasure in being useful to me. I heard afterwards that the Treasury was as much satisfied with the termination of this business as Lord Sandwich himself, as it released Mr Greenville from his promise of giving an order which would have been irregular and a bad precedent.

Note My Station was from Denbidge, through the  
This exploit would not have been mentioned but for the

The Needles to Christchurch Head, calling once  
in every fortnight at Lyminster for orders,  
which made me quite independent  
of the Flag at Portsmouth; and nothing  
could possibly be more pleasant & agreeable  
to me (who was passionately fond of  
sailing) than this Command, as I had  
a yacht kept for me at the expense of  
Government. I was also fortunate in  
taking a Prize the first week after I got down  
to my Station. The Cutter was at anchor in  
Sandown Bay, and taking a walk on shore with  
the Master, we perceived, when we got on  
the Hills, a Dutch Galliot laying too 4 or 5  
miles from the shore, with a number of  
Boats round her. I guessed immediately that  
she was smuggling her Cargo into the Boats,  
and lost no time in pursuing her, <sup>came up with her,</sup> and  
carried her into Portm<sup>outh</sup>; When I found, on  
stating the Case to the Collector, that the  
Cargo being <sup>Spirits</sup> in 10 Gall<sup>ons</sup> Cask was forfeited by

Note  
purpose of shewing a circumstance which brought me to  
the particular notice of the first Lord of the Admiralty, who  
ever after continued, not only my public but my private  
friend & friend ever after as did also his son the last Lord down  
to the day of his death.



1763,  
FD  
1765

By The Hovering Act, but Not The Vessel

In this Cutter I remained two years, & past the time most happily, in all respects. at that period a number of yachts were kept at & about Southampton, and my Vessel having the credit of being the best sailer on the Coast we had frequent sailing matches; and having a general acquaintance in that part of Hampshire, I had frequently several friends with me, whenever I visited the French Coast & Harbours, which I became perfectly acquainted with, in the whole extent of the Channel, without neglecting the other part of my duty.

Summer of 1764. - In one of those excursions an Event occurred which I cannot help mentioning, in order to shew how much the British Flag was respected & honored at that time. Five or Sixteen from the French Coast fell in with a Fleet of 7 sail of Dutch Men of War, under the Vice Admiral Fische, & 10 sail of East India men going up Channel. Finding that no other return was made to my shewing my Colours, than their doing the same & hauling them down again, I sent an Officer to the Admiral to know the reason why the British Flag was not

+ until a new Cutter Body was designed by Bowler at Beer (Devon) in 1765



From Sir A. T. Hamilton's:

The Commodore of the

In the summer of the year 1764 when in H. M. Cutter  
the <sup>of the Gun passing</sup> Grace, steering from the Isle of Wight towards  
Harve de Grace, and <sup>being</sup> about half channel over,  
fell in with a Dutch Fleet of Men of War  
& Indian Men, returning from the East Indies  
and steering ~~to the East~~ on hearing them I hoisted  
my Colours & Pennant <sup>and according to former usage</sup> expecting a salute, I  
prepared for returning it. But not seeing observing  
any notice likely to be taken, I stood close  
to <sup>my</sup> first ship I could fetch, and demanded to  
know why the usual customary compliment  
was not paid to the British Flag. The answer  
I received, was, that <sup>from an officer holding up his hand saying</sup> the Admiral was a head.

Accordingly I made sail up to him, as soon  
as I observed his small Flag, and being very fine  
weather stood close to his ship, and sent Hoisted  
out a Boat & sent the Master of the Cutter  
(accompanied by Captain <sup>Harris</sup> Hoane of the Hampshire  
Militia, who happened to be taking a cruise  
with me) to express my surprise to the Admiral  
at not being saluted, and to my Messenger was  
well received by the Admiral, who ~~expressed~~ <sup>expressed</sup> in  
said he had not been informed that an English  
man of war was in company - and coming into  
the Stern  
Gallies

Mr Sloane took up the Admirals speaking Trump  
informing me that not having seeing the English  
Jack hoisted, the frigate cutter was not considered  
to be a ship of war. No sooner  
therefore was the Jack hoisted <sup>on the foremast stay</sup> at the bowsprit  
end - when all the fleet hoisted their colours  
and the Admiral ship saluted with 9 Guns  
which was returned with an equal number  
by the Cutter.

on  
the  
2

100  
in  
quilt  
the  
Cutter

Saluted. The answer was that it was unknown to him that an English Man of war was in company, the Cutter having been taken for a pleasure Yacht; and upon being informed that my Vessel was a part of the British Navy & commanded by a Lieutenant, I was saluted by lowering the Top Gallant Sails & firing of Guns. Those sort of Marks of respect from Foreign Nations, I am sorry to say are now at an end!

1765 In that year in order to do away the apprehension that no promotion would take place in the Navy in times of Peace (as had been the case in former Periods) the Admiralty were permitted to make 10 Post Capt from the Commanders List, 10 Lieut<sup>ts</sup> were promoted to Commanders & 20 Midshipmen got Commissions. Both the Duke of York & Lord Howe interested themselves in my favour and I became one of the fortunate Lieut<sup>ts</sup> who were made Commanders. We were all placed a-half pay, and I embraced the opportunity of visiting the Continent & passed the whole of that year at Vernon in Normandy, studying the French Language & passed my time very pleasantly, there being few Towns in France at that time where there

there resided more of the Petite Noblesse, and  
which composed so agreeable a society.

In 1767 I returned to England, and was soon  
after appointed to the Command of the  
Savage Stock of war; was stationed on  
the west Coast of Ireland, and Limerick  
was my winter quarters. ~~and~~ I should  
be very ungrateful to the Irish Gentlemen  
& Ladies of that Country if I ever forgot  
the uncommon kindness & attention  
which I experienced from them in all  
parts <sup>of that hospitable country, and particularly</sup> of the three Counties of Limerick  
Kerry & Galway.

In 1769 — The Savage being refitted at Portm.  
I received an order to replace on the  
Newfoundland Station, a Stock of war  
that had <sup>been</sup> sent on an other cruise to the  
Coast of Africa. I sailed in April & found  
Commodore Byson in May at St. Johns.  
Soon after my orders were to protect  
the Fishery in the Banks; when being  
near that port were the French usually  
at that time fished, I amused myself by taking

note The French Bankers are generally Ships of 2 or 300  
Tons, carry about 20 men, arrive on the Banks in  
April where they remain fishing until they are quite  
loaded (which takes 4 or 5 months) and never make the  
Land.



taking a particular account of the extent  
of that branch of their Newfoundland Fishery  
(which is so useful <sup>& important</sup> to the French Marine as a  
Nursery for Seamen) by taking a list of all the  
ships so employed, the Ports they belonged to,  
their Tonnages & number of men they carried.

This list on my return I sent to the  
Admiralty (by the Permission of my Com-mo-dore)  
and received their thanks for my Proceedings.  
It was fortunate for me that I had done so,  
for it gave great umbrage to the French  
Court, and a formal Complaint was made  
to our Ambassador at Paris. (Lord Hertford)  
whose letter was sent to me to answer.

As I had received no orders, either from my  
Com-mo-dore or the Admiralty to make such  
an examination, my reply was that I had  
no other object in view in the enquiry than  
for my own satisfaction & information, wishing  
to obtain a general knowledge of the Commerce  
of Europe when any opportunity presented  
itself. This answer was returned to the French  
Government, and I heard no more of the Complaint.

on my return to Head Quarters at St. Johns  
in October after having performed the duty  
of Surrogate in the several Harbours to the  
Southward.

1769

and presented ~~my~~ <sup>the</sup> Report of my Proceedings  
 to the Governor, I was dispatched to England  
 and meeting with excessive bad weather in  
 the middle of Nov<sup>r</sup> had a very narrow escape  
 from foundering, by an uncommon heavy sea  
 which (scudding before the wind) not only  
 breasted the ship too, but tore in the stern  
 down to the Cabin Floor, which was 4 or 5 Steps  
 below the main Deck, so that until we cut  
 the mainsail from the yard, and throwing  
 it doubled over the Stern, hauling the two  
 ends round the Quarters, & securing it with  
 lashings & spars; the water was gaining fast  
 in the ship having only the slight dead bulkhead  
 of the Cabin, to keep out every sea which came  
 in, at each dip of the Stern; and had that given  
 way, from the weight it had to sustain, the  
 ship must inevitably <sup>have</sup> sunk; as before we  
 got the Stern in a degree secured, so as to  
 keep out the body of water that flowed in,  
 (which at least took up near 2 hours) the  
 water was considerably above the Platform  
 of the Officers Cabins, & nearly <sup>up</sup> to their bed Places.  
 Nearly every thing movable had been washed over  
 Board by the first great sea which broke over the  
 ship even to the 4 Newfoundland Dogs; and all the few of  
 the men stated they had also been overboard, they  
 had

Section of the Ship

Deck 145 Feet



underboard

continued together again, so that no person was lost, but  
many very much bruised. — Fortunately the weather  
moderated before night, but we did not reduce the  
water in the hold to 2 feet, before morning.

As the wind continued westerly we made the  
Land in a few days, passed up Channel through  
The Needles into Ports mouth <sup>Harbour</sup> and astonished all  
The Dock yard People when viewing the state &  
appearance of the ship, to think how she had  
been kept above water. — as soon as the  
Report of her state reached the Admiralty, an  
order came down to pay her off.

I then returned to reside at my cottage at  
Treshwater in the Isle of Wight with my Father &  
my ~~second~~ <sup>second</sup> Sister Jane having then lost my Dear  
Brother, who died <sup>28 Nov: 1763</sup> ~~at his house in~~ <sup>at his house in</sup>  
Portman Street London <sup>near buried in the church of St. Dun: following at 11 am Dec: 1763</sup> my Youngest Sister Biddy  
having married 1764 Tho: Hunter a Lieutenant in the  
Army then on half pay resided at dysminster.

It is with great heartfelt satisfaction that I  
reflect my Father passed the latter part of his life in the  
Bosom of his children, and that I ever contributed  
to his & my Sisters comfort to the utmost of my  
power, to the fullest extent of my means; that  
altho the little Estate at Elton was nominally mine  
I never to the present hour appropriated five pence  
of it to my own use. as a <sup>single man</sup> <sup>young man</sup> <sup>and</sup> <sup>as</sup> <sup>soon</sup> <sup>as</sup> <sup>he</sup> <sup>was</sup> <sup>able</sup> <sup>to</sup> <sup>do</sup> <sup>so</sup>  
left money on my self than most others, altho  
it



it was even my ambition to keep the best  
company; and having been so fortunate  
whilst in the Spain Cutter, to have been sent  
over by the Admiralty to Dive in Normandy  
to bring over the R. F. Hon<sup>ble</sup> Henry Stanley (who  
had been employed to settle the Preliminaries  
of the Peace of Paris, which the Duke of Bedford  
afterwards confirmed) became the foundation  
of an acquaintance which rapidly grew  
into Intimacy & at length into a very strict  
Friendship for each other, which ended only by  
his death in 1780. Mr Stanley became the  
Governor of the Isle of Wight, and having  
a fine Place in Hampshire called Paulton,  
I passed much of my time with him there,  
where he had constant company, as I did  
also at his House in Privy Garden, in both  
which apartments were allotted me after  
his nephew Mr Sloane married, and they  
became vacant.

1770 In the summer of this year I accompanied  
Mr Stanley abroad, chiefly with a view of  
seeing Holland, the Low Countries & the  
North of Germany, and happening to learn  
from the British Minister at W<sup>m</sup> Gordon that  
at Brussels that a Prefect had broke out in  
London



London I quitted my Friend Stanley & made  
the best of my way to Ostend & Dunkirk,  
when arriving at the Hotel at the latter  
Place in the Evening, I was informed that  
there was in the House a Master of a Vessel  
enquiring if any Person was going across  
the water. I therefore gave up proceeding to  
Calais for the Packet, and embarked on  
board a fine Cutter of about 40 Tons, the  
Master assuring me that he would land  
me at Dover before the morning.

The weather was squally, with the wind  
at S.W. and being perfectly without any  
apprehension of danger, & being much  
fatigued with travelling, I layed myself  
down on the Masters bed & slept most  
soundly until waked by the violent noise  
& confusion on Deck & blowing violently  
hard; and just a scene presented itself on  
my getting upon Deck as I shall never forget.

The mainsail was split in shivers, and the  
crew attempting to get the 3 Gills in, but being all  
drunk & quarrelling with one another the whole  
Scene was confusion which was a little increased  
when Breakers were discovered on the lee Bow and  
a strong Tide running directly upon them we  
struck so violently that none could stand without  
holding

In this dilemma I took the gun around of the  
upon me, and declared the first man that disobeyed  
my orders should be thrown over Board. Several  
other Passengers had now made their appearance.  
I supported my orders. The cry of the Sailors was, cut  
away the foremast of the Boat & try to save our-  
selves. The Master was for cutting away the  
Mast. Both which I opposed, and directed the Jib  
to be hoisted whenever the Vessel lifted with the  
Sea and by this endeavor of heaving the wind  
right aft, in about 7 or 8 m. hove the Cutter back  
over the shoal, & the water smoothed, when  
the anchor was dropped which to my great  
joy brought her up in 1/2 a fath<sup>m</sup>. water.

The companion of the Cabin was then opened,  
when the water appeared up to the Cabin  
Bed places, and it was not till then, that I  
discovered my embarkation to be a smuggler,  
laden with Brandy &c in intended to be landed  
between Folkestone & Dover. That the wind  
had shifted soon after I went to sleep, to the  
N<sup>W</sup>: embowment to the Master, who was as drunk  
as any of his People. The main hatch way was  
now opened, some of the Casks thrown for  
Buckets and all hands, Passengers & all, fell down  
to work to bale out the water in aid of the  
Pumps, when in the space of 2 or three hours we  
perceived had so considerably diminished that we were  
no longer in <sup>great</sup> doubt of the danger of sinking; but  
had not the Vessel been a very strong one, she  
must

have gone to Pieces with the hand shurps she got, for  
above an horn upon the Throat we had beaten her.

When day light appeared we found ourselves  
near the Rowling grounds off Harwich, and that  
we had been upon a shoal well known by the  
name of the ~~the~~ <sup>Cotk</sup> rocks. our escape therefore had  
been quite extraordinary. — Several Colliers being  
at anchor at no great distance, the cutter  
brought me & my servant on board one of  
them, and the Master was obliging enough  
when I made myself known to him, to land  
me in his Boat at Harwich.

on my arrival in Town at 8 in the  
Evening I drove to Lord Howe's House, where to my  
great joy I learnt from his Lordship, that a  
great Promotion of F. lag Officers had taken  
place, which had included himself, that a war  
was likely to be declared against Spain, that  
he had taken command for the Mediterranean  
Command, and that my name had been  
given in to the Admiralty for the Command  
of the Dartmouth, a new 90 Gun ship, which was  
fitting at Chatham for his F. lag.

The next day I took up my Commission,  
& before the middle of January we had reached  
1771 Spithead, where the Fleet was assembling, and



1771 as 2<sup>d</sup> Admiral  
as Lord Howe's Fleet consisted only of 15 Sail  
of the line, <sup>and</sup> The Rules of the service not allowing  
a Captain of the Fleet under 20 Sail, that Duty  
devolved upon myself, and my Admiral  
continued in Town. By every Night Post I  
received confidential letters from him, acquainting  
me that our Expedition was to be accompanied  
with a considerable Land Force, and would be  
directed against Ferrol, and that we should  
fail immediately when the War should be  
determined upon, and which now only was  
delayed for our Ambassador's next dispatch from  
Madrid.

However before the end of March, the  
Spanish Government thought fit to acknowledge  
their Error, in respect to what had happened  
at Falkland's Islands, and wishing to avoid  
a rupture made a satisfactory Rescript to  
the British Court, which occasioned the  
Expedition to be abandoned, the Fleet to be  
reduced to a Peace Establishment, and his Lordship's  
Flag to be struck.

Adm. }  
P. C. } The Barfleur however continued at Spithead  
as a Guardship, and I received orders to bear  
the Flag of the Port Admiral. However this  
inactive



1771 situation not agreeing with my Inclination  
 only. I wrote to my Friend Lord Sandwich that  
 I would readily resign the Barbulet, for  
 Frigate to go abroad; accordingly Sir Peter  
 Parker (then one of the senior Captains on the  
 List) was appointed to succeed me; and I  
 received a Commission for the Arcturion Frigate  
 of 32 Guns, then a crack Ship from her great  
 Superiority of Sailing, and my intended  
 Station was to have been the Mediterranean.

The present  
 Capt. Jervis

But previous to the Ship being ready  
 for sea, Captain Jervis, in the alarm persuaded  
 me to change Stations with him, and I joined  
 The North American Command under Vice  
 Admiral Montagu.

772

Whilst on this Station I not only visited  
 all the great Towns of <sup>Boston</sup> New York, Philadelphia  
 Williamsburg <sup>in Virginia</sup>, Annapolis & Charles Town <sup>Carolana</sup> but  
 made myself thoroughly acquainted with  
 all the Principal & leading Men in most  
 parts of the Country; and passing most of this  
 winter in Virginia with The Earl of Dunmore  
 then Governor of that Domain (as they called it) I  
 had an opportunity of renewing my acquaintance  
 with

1772 with General Washington who was aleating  
noon in the House of assembly; and this  
Period, being after the resistance of the America-  
-cans to the Stamp Act, I found the debates  
interesting enough to occasion my passing many  
days among them; and to observe with perfect  
certainty, that they only waited for protection  
& opportunity to throw off what they called  
the British Yoke.

In 1773 The Station being ended I returned  
in Nov<sup>r</sup> to Portsmouth, where the Antelope  
was paid & layd up in ordinary.

I then resumed my former habits of residing  
at my Cottage in the Isle of Wight with my  
Father & Sister, and occasionally with my  
much esteemed Friend Mr Stanley & his little Party  
both at his Houses, and at Water Places at Chullen-  
ham, Brighton &c until the summer of 1775,  
when being on a Tour with the latter into  
North & Wales, I received a summons from  
the Secretary of the Admiralty to attend that  
Board.

Coercive measures being determined on  
against the Americans (on their destroying the  
Ship with Tea at Boston) Considerable reinforce-  
ments

some few sent out to General Gage <sup>then at Boston</sup> as well as a considerable increase to the Squadron <sup>under Admiral Sturgesham</sup> and I was informed by Lord Sandwich<sup>+</sup> that in consequence of the knowledge I had acquired on my late Station in America, I was now called upon to exert myself in assisting to bring them to a sense of their Error in their resistance which they appeared to meditate against the Mother Country. accordingly I was appointed to command the Racepoint a fine new ship built at Chatham on a new Plan of Sir Thomas Slade's for a strong frigate, to carry 44 Guns on Two decks, with a complement of 300 Men.

July 1775. This ship was expeditiously fitted out, and in the Month of Nov<sup>r</sup> I arrived at Halifax in Nova Scotia, when I found the War with the Americans had actually commenced; the British Army being blockaded at Boston and several of the Northern Ports having fitted out Privateers.

My first service was to command a small Squadron of Frigates & Sloops on the Coast of Virginia & Pennsylvania, with orders to proceed up the Delaware, to destroy the armed Craft on that River, to remove the obstructions placed in it to impede the Navigation, and threaten the City of Philadelphia.



City of Philadelphia with destruction if they continued their Hostilities against the Mother Country.

Accordingly I proceeded with the Liverpool Frigate a Hoop & an armed Cutter (which were the first of my Squadron then joined me) to put these orders into Execution, and sailed up as far as Wilmington within 30 miles of Philadelphia, where I came to anchor & sent Lieut In<sup>o</sup>. Orde to there with a Flag of Truce, to convey to Gov<sup>r</sup>. Penn, the dispatches I had for him from Government; but in

Force } at that time it was seen from the Masthead of the. { that the River Flotilla under full sail were coming down to engage us.

2 Large Sch<sup>ms</sup> each 72 carry 12 twenty four.  
13 Row Gallies with each 1 - 24 P<sup>rs</sup>  
6 Half Gallies p<sup>rs</sup> each - 1 - 12 P<sup>rs</sup>  
2 Brig Frigate ships & a Magazine ship

24 Sail - 67 Guns  
Each of the large Gallies 25 men - 2 small 11 D<sup>o</sup>.

within two Hours the firing commenced. The River was not wider than the Thames at Grovesend, and as the wind blew right down, with the Tide of Flood, we were enabled to keep the ships in regular order of Battle, and prevent the Gallies from ever getting below us, which was their great object. But in general they kept at a long shot distance

⊕ It may not be unnecessary to state that the above mentioned orders were accompanied by a Private letter from the Admiral, acquainting me that from his Information just obtained, by the escape of a Frigate, or a number of strong Timbers that had been floated upwards (an invention of D<sup>r</sup>. Franklin) were already



and after about 3 Hours action, and seeing they could make no apparent impression upon the ships, but shot holes in their sails, and four of the Gallies being obliged to put ashore to prevent their sinking, they thought proper to retire up the River as far as the Tide would enable them to do, and being then nearly dark I made the signal to Anchor, and concluded they would retire up the River on the next Tide.

However next morning I found they, (or the major part of them) had not moved: and as the wind had changed in the night & now blew up the River we weighed anchor & made all sail towards them with a hope of destroying them; but unfortunately the wind was light, and with their oars & sails we moved them slowly, that being apprehensive if we proceeded up to the narrow part of the River, where Mudd Island & Billingsfort were so strongly fortified, and <sup>which</sup> would be aided by so formidable a Flotilla, we should only endanger the Ships

placed on the Delaware River, and which were defended by such Batteries & armed craft that it would be next to impossible for me to obey the Orders he sent me, which were a literal copy of what had been sent to him from L<sup>d</sup> Dartmouth then Secretary of War for the Colonies. But that he was well apprized of this was probably, would be affected in my hands!

without the least possible hope (unless  
assisted by a land force) to make any  
impression on the Town of Philadelphia.  
I therefore again anchored the Squadron  
just below the Town of Chester, about  
9 o'clock, being then scarce half flood (but  
without furling the sails) intending to  
drop down at high water, into a wider  
part of the River, where we could be  
better enabled to defeat the purpose of  
the Fire rafts, which the deserters agreed  
in informing us were prepared to come  
down.

But <sup>long</sup> before high water so great a  
concourse of People were assembling  
on the South shore (which is high land)  
that it became evident another attack  
of the Flotilla was meditated; and on  
the turn of the Tide they made their  
appearance, with an increased number  
of half Gallies, or Row Boats.

Accordingly at high water the Squadron  
weighed, and as the wind still blew up  
the River, we kept turning down under  
an easy sail, just sufficient to have the  
Ships

ships under proper command, and generally  
Tacking in a regular line of order; always  
taking care to let none of the Gallies  
get below us, and occasionally bearing  
down upon <sup>them</sup> to get into closer  
action, which it seemed to be their object  
to avoid as much as possible. However  
we had the satisfaction to see three of  
the Gallies sink; several put ashore  
to repair damages, and before the  
Tide was spent, which was not till  
it was quite dark, there was <sup>nth</sup> above  
half their number that continued any  
fire. We continued to a proper  
anchorage, and the next day I sailed  
to the Chesapeake, leaving the  
Liverpool & the Schooner to block up  
the Delaware, & prevent any ship  
from proceeding into it, or escaping from it.

In the two days engagement with  
the Florentia, we lost in the Roebuck 5  
men killed & 15 wounded. The Liverpool  
not above half the number, and the  
Florentia only one, but had many wounded  
as the Enemy's fire was <sup>light</sup> chiefly intended  
to disable the ships from getting out of  
the



1776

The River, they fired high, by which the Top masts & yards & sails were much cut, particularly the latter, which were all obliged to be shifted.

By the accounts which reached us afterwards, the Enemy acknowledged they lost above 50 Men in the action that 6 of their Gallies were rendered useless, and that one of their Schooners, which they called a floating Battery was obliged to run ashore to prevent her sinking. one of their half Gallies deserted and came over to us. The Master, whose name was Gilbert, became afterwards a most useful Pilot & Assistant when Lord Howe & his Brother made their <sup>successful</sup> attack on Philadelphia <sup>the General</sup> & the Batteries on the River 2 years after.

Died

Master of

at Deptford

the General

4 July

1776

Soon after this action with the Rebel T. Mifflin, The Congress declared the Independence of America, from the Government of Great Britain, and assumed the consequence of a separate Nation by the Title of the United States of America. The Kings Governors of the several 13 Provinces were driven from their seats, and



and took refuge on board ~~their~~ ships. The Town of Norfolk in Virginia was burnt by the Rebels, and all the Loyal Inhabitants & Merchants having taken shelter on board their own ships to the amount of several hundred Families, put themselves under the Protection of the Earl of Dunmore Gov<sup>r</sup> of that Province, who having a part of the 14 Reg<sup>t</sup> of Foot sent to him for his security, and had raised a Corps of Volunteers under the name of the Queens Rangers was to the number of abt 200 Men were living on board Transports in the Elizabeth River

In this situation I found his Lordship & the Loyal Inhabitants, upon my arrival in Virginia, without Provisions or water, with an active enterprising Enemy at their back, erecting Batteries to drive them out of the River; no time was therefore to be lost. The whole Fleet looked to me for Protection. None could be afforded to them with any reasonable chance of success, I therefore removed the whole to the number of 100 Sail, to Gwyns Island at the mouth of the Rapahannock River in the Chesapeake, where Lord Dunmore threw up Field works for Protection, which were soon destroyed by General Lee who then

there commanded the Rebel Forces, and we were obliged to move to the mouth of the Potomack.

By this time my Provisions became short, and being heartily tired of the predatory war, carried on by our little force merely for subsistence; and having Intelligence that Adm<sup>l</sup>. Lord Howe had arrived at New-York with a considerable Squad<sup>n</sup> of ships, conveying General Howe with his army, I immediately took my determination to join the admiral with my little Squadron, after disposing of the Merchant Fleet in the best manner in my power, and by putting those Families whose Vessels could not be navigated, (for want of cannon & stores) into those which were fitted for sea, supplying them a proportion of Provisions & water, and giving them choice of going to the only 3 Places, still belonging to the British Govern<sup>mt</sup>. Halifax. Bermuda & St Augustine in St Florida. From Lad Dunmore I met with some opposition, but was seconded by

⑥. As the act of Parliament made no discrimination in the Confiscation of American Property, all these Vessels might have been made Prize. Several of them that chose to run to England, were taken & condemned in the Court of Admiralty.

Mr. Eden Gov<sup>r</sup> of Maryland, who had taken shelter  
on my ship, and after proceeding up the Potomack  
with a few ships to fill fresh water for the Fleet,  
the whole was dispersed according to the Plan,  
under separate convoys, and I joined the Fleet  
in the middle of May, just in time to take  
an active part in the very first operations  
of the war against the <sup>american</sup> Congress. This commenced  
by the Army landing on Long Island, where  
my ship the Roebuck & three others covered  
the disembarkation, and drove the Enemy  
from their Entrenchments, after some formidable resistance.

27 Aug 6  
77

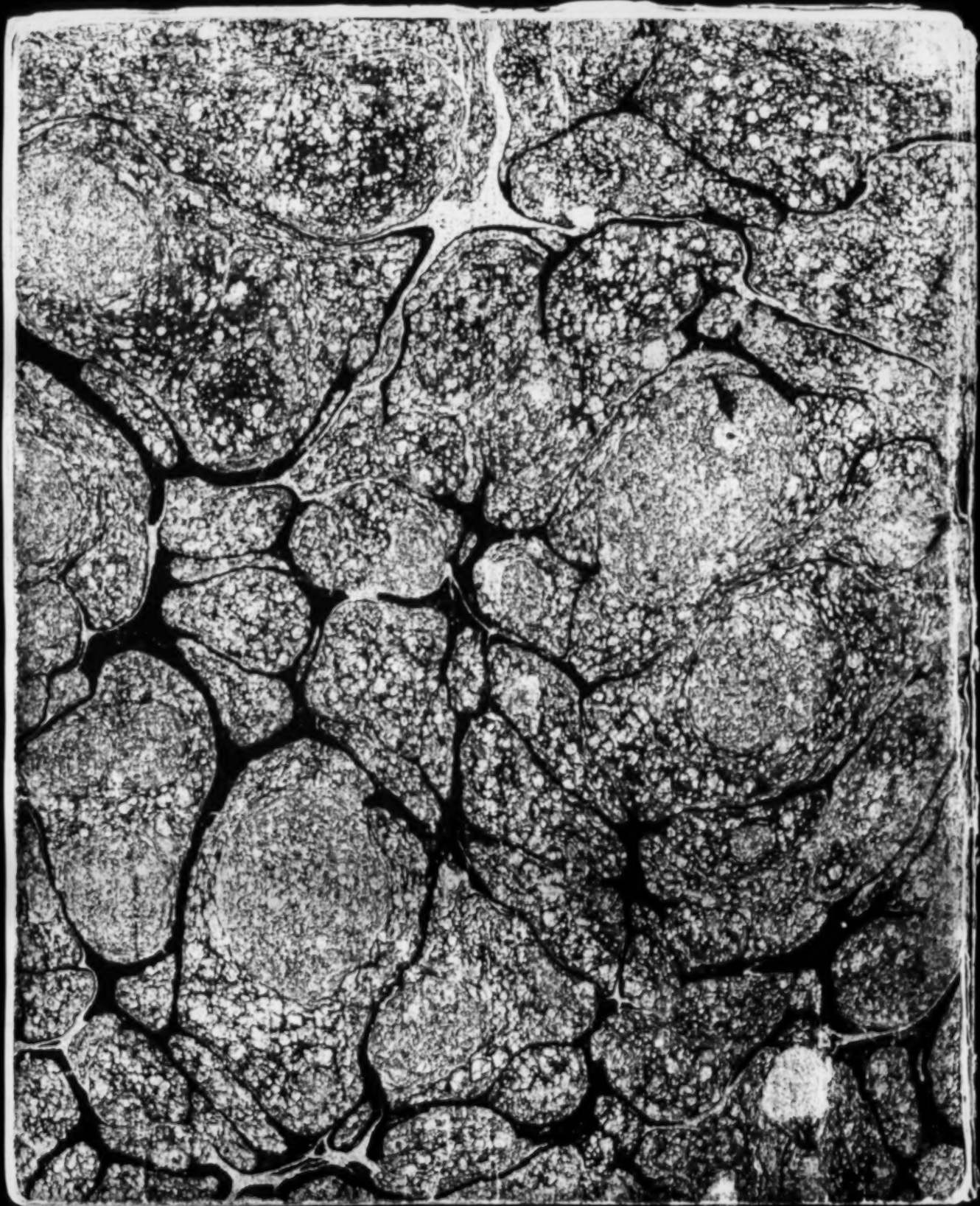
The next day in the morning came on the  
Battle of Long Island, which being fought near  
the Sea shore, the the Roebuck being the advanced  
ship (and the only one from her good sailing that  
could keep working against the ebb tide) was of  
considerable use in covering the left flank  
of the Army, and keeping up an occasional firing  
on the Enemy. — After New York was taken  
the Rebel General Washington's <sup>Army</sup> took up so strong a  
Position at the White Plains, and were so well  
supplied in their entrenched Camp, by their proximity to the  
North or Hudsons River, that the British General, Sir  
Wm Howe, found great difficulty in any attempt to  
dislodge them, unless their supplies of Provisions coming  
down the River could be cut off. — on the High-  
under Lord Howe

After the British Army, had taken New York, The  
Rebel Army under General Washington was so strongly  
entrenched at the White Plains, that General S.<sup>r</sup> W. Howe  
represented to the Admiral Lord Howe, that he could  
not attempt to attack them, unless their supplies of  
Provisions which they daily received by the Hudson River  
was cut off by the Navy. As a principal defence of the  
Country the Enemy had previously erected very strong fortifi-  
cations on each side of the narrowest part of this  
River, little more than  $\frac{1}{2}$  a mile wide, with Batterys <sup>along the shores on each side</sup> manned  
with heavy cannon and constructed a Boom across the  
Channel with punk Vessels, large Timber & the Vaux de Vignes



to render it impracticable for ships to pass. In this situation  
of things, one little or no movement, were going on, until  
an American came into our camp & stated that he was  
brother to the Terry man from who <sup>on the York River</sup> fled from Fort Washington  
to Fort Lee on the Jersey shore, who had informed him  
that <sup>there was</sup> an opening in the Dam by which ships might pass, and  
had showed him where it was, and being as he would  
undertake to Pilot a ship through the opening, to which he  
agreed for a Reward - The General upon this Information very  
strongly & officially pressed the Admiral to take advantage  
of this information when 3 ships were ordered on that service  
the Phoenix Capt. Parker, the USS. Capt. Howard & Tartar Capt. Thompson  
and embracing the first opportunity of a strong wind & flood tide  
each ship followed in a line with after the other, having previously  
considered what would be best to be done in the event of the tide  
proving treacherous

a favorable opportunity offered at 'noon on'  
when Capt Parker being senior officer led the way & steered  
by the direction of the Guide towards the middle of the Dam  
having Pistols laying on the Binnacle telling the guide what  
would be his fate if the ships should stop in their passage.  
He for some time persisted in his knowledge, but on the  
near approach confessed his perfect ignorance of Fort Mifflin  
this had been so strongly suspected, that Capt Parker immediately  
hauled up to the side where it was known the deepest  
water lay - and the ships all passed within 40 yards of  
the muzzles of the Enemy's Guns <sup>in</sup> the batteries of  
Fort Washington - amidst the fire of 100 Cannon from  
both sides of the River - in little more time than about  
20 minutes -



15	0	1	8	0
16	7	0	1	5
17	8	2	95	10
18	1	2	10	30
19	1	2	0	0

2

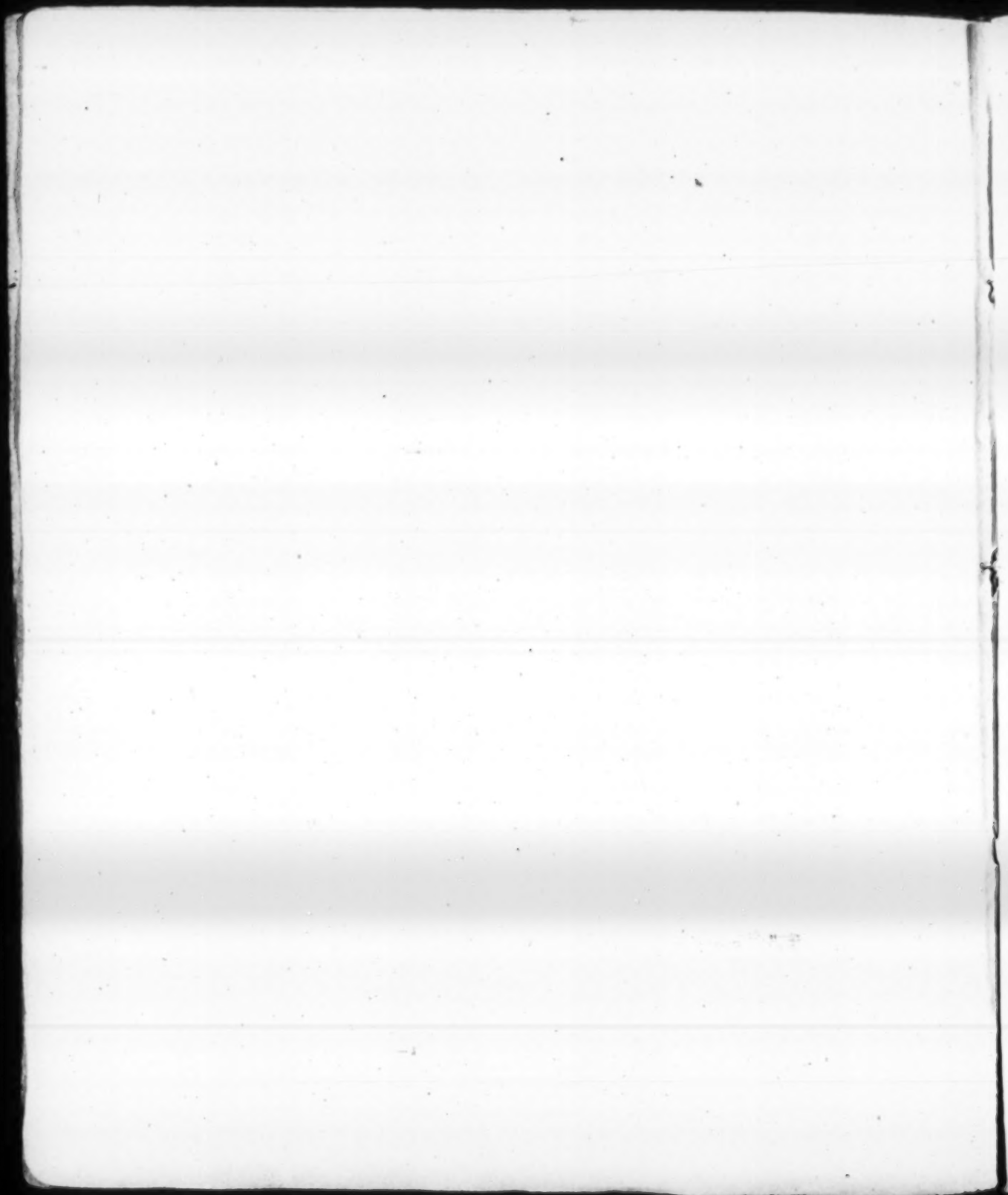
*Record*

20	1	10	6	9
21	10	4	18	0
22	2	5	0	1
23	2	1	0	17
24	1	0	0	10
25	2	18	0	5
26	1	2	0	2
27	1	2	0	11
28	2	2	0	10











Year  
1776

Graham & Hammond. 2

1

Under Earl Cornwallis, with whom I received immediate orders to cooperate, by proceeding to the Delaware with a small Squadron of Frigates under my command, and be in ready ness to cross his army over to the Pennsylvania there. In a very few days I found myself on my station. No operations however of the army did take place to prevent Washington & the Rebel army getting into Philadelphia that year; and after remaining in the Delaware until the Ice set in, I proceeded with my Squadron to the West Indies, according to my orders, to refit my ships at Antigua, and return to the Coast of America in April of the next year, and resume my station.

During the three months we were in the West Indies the Squadron took several American Prizes; and on our return to my station in the Delaware, I took a Charles Town Privateer by the stragem<sup>th</sup> of disguising the ship<sup>so</sup> as to be taken for a three decked West India man. The Privateer after taking some pains to reconite

Spring  
of  
1776

ms



us, actually run up alongside, and was in the attempt to board, when the Marines rose up & pointed their muskets into him, which made the <sup>Captain</sup> call out lustily for Quarter, and which being granted, not a single offensive act took place in the Capture. She was a stout Brig carrying 20 Guns <sup>& 115 Men</sup> and sailed remarkably well. I put my First Lieutenant W. John Orde (now the Admiral of that name) to command the Prize, and sent him with my Dispatches to Lord Howe at New York, informing him of my arrival on the Coast, who received Mr. Orde (on my recommendation) on board his Flagship the Eagle, and took the Privateer into the Kings Service.

On making Cape Henlopen I discovered about Hothams Flag who had been cruizing there for the month past, and as I found he did not think himself authorized to quit the station <sup>to me</sup> until he should receive further orders from the Commander in Chief Lord Howe, he at my request came with his Flag to my ship, and sent his own 50 Gun ship into New York to repair some damage she had sustained. The next day on clearing up of a Fog, a large Merchant Ship appeared standing into the River Delaware under full sail, we endeavored to cut her

her off from the entrance, which we effected, but  
 she still continued her course for the shore, and  
 having a small sand bar between us, the detour we  
 were obliged to make, prevented our stopping  
 her, notwithstanding the incessant fire she  
 received from our Broad side as she passed; and  
 no sooner did she strike the ground than the  
 crew ran out to the Boatspit and I jumped  
 over Board; When she blew up with a most  
 terrible explosion, forming a column of ignited  
 fire to a great height, and then spread into  
 a ~~great~~ head of black smoke, showering  
 down burnt pieces of wood & which covered  
 a space round about, for near 1/2 a mile  
 on the water, ~~which~~ <sup>that</sup> included our ship & the  
 Bouts (which were endeavoring to prevent  
 her running ashore) but no Person was hurt by the  
 fall — This ship was a great loss to Washington  
 Army, as she was loaded with arms & clothing  
 from France, with 35 Tons of Gun Powder  
 contained in a Magazine built for the occasion.  
 This Explosion was not only heard at  
 Philadelphia (60 miles off) but many windows  
 were broke in the City by the shock. all the  
 Rockers windows were completely smashed,  
 not being much more than the length of a cable from  
 the explosion; Not a vestige of the ship appeared after it  
 was over.

1777

4

In as short time after Admiral Hotham left me in the command, and I received a confidential dispatch from Lord Howe informing me that it was Sir Wm Howe (the Gentl & Command<sup>r</sup> in chief) intention to open the campaign with an attack upon Philadelphia; and gave me secret orders to make every preparation possible to land the army as high up the River as possible.

Accordingly every necessary measure was taken, that could be used for securing a safe navigation (without giving suspicion of our intention to the Enemy) and I undertook to capture the Admirant in the course of a week, wind & tide serving, I would engage to land the army, above Newcastle, in any day that they should appear early in the morning, at the mouth of the River; being sufficiently prepared

+ carrying  
T. Lugs.

by experienced People in Bouts & small vessels, that would make the boats, that both men of war & transports might safely run up without Pilots.

In this state of preparation, and anxious expectation for the arrival of the Expedition I remained upwards of three weeks, at length at day break in the morning of the 26<sup>th</sup> July the whole Fleet with 10,000 Troops in Transports appeared within 2 leagues of  
The

(37)  
The Lighthouse with a fine N.E. wind, and within  
an hour of low water. a finer opportunity of  
running up the River never offered. all my small  
Vessels & Boats with their diff. flags to mark the  
Channel, were immediately detached; but how  
multiplied I was on going on board the Admiral  
at 7 in the morning, (the Fleet lying too) <sup>finding</sup> and the  
General still in his Bed! — about 1/2 past 8  
however (after having shewed himself to the  
General officers & upon the Quarter Deck) I  
was summoned into Lord Howe's Cabin where  
the General required me to furnish him with  
every Information I had collected respecting General  
Washington's Army, and the state of preparation  
which the Enemy had made upon the River  
to prevent his proceeding up. — Washington I  
stated to him was encamped upon the heights  
of the Sandy Hook in what was considered  
as the best Position for defending the City of  
Philadelphia and his force was supposed to be  
15 or 16 thousand men — That the defence of the  
River consisted of Row Gallies, & floating Batteries,  
which our Frigates would easily disperse, and  
that at, & above Newcastle no regular works  
had been  
Erected,



but there were many Guns mounted in open  
 Fleets; for the annoyance to Ships running up  
 the River, but which would certainly be abandoned  
 was any force landed behind them. The General  
 then took the Admiral into the Stern Gallery for  
 a short time to consider, as I conjectured, upon the  
 particular place of landing; but to my astonishment  
 they told me, that since there was no doubt but  
 that the Enemy was apprized of the plan of the  
 Expedition, the General said, it confirmed him in  
 his design of landing his Army at The Head of Elk  
 in the Chesapeake, rather than the Delaware, as by  
 those means he should cut off the Enemy from their  
 Magazines at York & Lancaster. — In vain  
 did I state to him the great length of time it  
 would take to make such a descent with so large  
 a Fleet, contrasted with the immediate opportunity  
 of getting the whole Army ashore in 24 Hours,  
 within 30 miles of the Capital, but all to no  
 purpose, the General seemed resolved, and the  
 Admiral would not oppose him; and to the  
 astonishment of both Fleet & Army the signal  
 was made when away & steer for the Capes  
 of Virginia —

7

enquiring what Pilots they had for the upper  
part of the Chesapeake Bay, I found there were  
none that were much acquainted with that  
navigation above Baltimore, as it was only  
used by very small Vessels, nor was there ~~any~~  
any particular Plan found, that gave any  
directions more than what is laid down in  
the large Chart of the Chesapeake. This of course  
made the attempt appear to me to be most  
hazardous, and should it not be attended with  
success, must inevitably be much censured. I  
therefore thought it incumbent upon me, from  
the sincere affection I bore to the Admiral,  
altho I did not approve of the measure, to  
offer my service to go with the Expedition &  
do every thing in my power to promote its  
success. This being accepted, I went back  
to the Delaware, to call in all my small  
Vessels &c, and leaving the command of the  
Port to a single Frigate, carried with me <sup>the rest of small craft &c.</sup> all  
my Pilots, & joined Lord Howe's Fleet next  
morning, then not advanced above 15 Leagues

&

3

and the <sup>light</sup> southerly wind <sup>having</sup> commenced.  
Never was a more tedious passage. The numbers of  
Transports was so immense & unmanageable from  
the light & contrary winds, that what we gained  
in the day, we generally lost in the night; so that  
altho the distance to the lakes of Virginia might  
with a fair wind have been run in a couple of  
days, we were above 3 weeks in accomplishing it.  
However at length there was an appearance, of getting  
a part of the Fleet into the Chesapeake, when the Admiral  
called me on board, by signal, and <sup>gave</sup> me the charge of  
conducting the Fleet to the Head of Elk, or as far up as  
depth of water could be found. Accordingly I collected  
a number of small Vessels & Boats, and placed them for  
the purpose of marking the shoals; and sailing up with  
<sup>others</sup> them in a semicircle about 2 cables length ahead of  
the ship, each Boat making known the depth of water,  
which being entered down on board the ship, a complete  
Chart was made <sup>up</sup> to the height that any Vessel drawing  
9 feet water could sail in: and where no square rigged Vessel  
had ever before <sup>navigated in the last 50 miles</sup> <sup>or hereabouts</sup> the wind became favorable  
for the Fleet after they had entered the Chesapeake Bay  
and in 3 days, the disembarkation of the Troops took  
place 140 miles from the sea, under my chief direction.

Information soon reached the General  
that the Rebel army under Washington, were so  
confident

9

of their strong Position on the Heights of the  
Brandy wine that, notwithstanding the British  
Army having got into their Rear there was no  
appearance of their moving. Sir Wm Howe  
therefore determined to force their Entrenchment<sup>ed</sup>  
but before he could venture to give them  
Battle, he stated to the Admiral that he must  
be certain (before that took place) of having  
a Naval force with suff<sup>icient</sup> Provisions at Newcastle  
in the River Delaware, as a place of retreat in  
case of accidents. This from the Admiral  
allotted to me, but required my statement  
upon the best Judgm<sup>ent</sup> I could form, how  
long it would take me to get round with  
the Victuals - my answer<sup>was</sup> that it could not  
be expected in less than ten days, from the  
heavy Sailing of the Victuals, especially as  
there was little chance of any fair wind while  
we got into the Sea.\*

This answer was sent to Head Quarters<sup>ed</sup>  
by a Party of Dragoons waiting for it; and a  
reply was returned the next day, stating that  
on the tenth day the Enemy should be attacked,  
which was accordingly done. -- By

\* note This was a great omission in the Commanders  
in Chief, not having considered the probability of this  
Resource before the Fleet left the Mouth of the Delaware,  
when a sufficient Magazine might have been established there,



By great Perseverance I reached Newcastle on the 10<sup>th</sup> Aug<sup>r</sup>. The very day I was expected, and soon after Day Light he heard the Cannon of the Engagement which lasted the greater part of the day; and at 9 in the evening I received a letter written by the General's confidential Aid de Camp on the Drum Head, on the Field of Battle in the following words viz<sup>t</sup>.

" My Dear Sir - Victory Victory - Brandy wine <sup>Aug 10<sup>th</sup></sup> ~~High~~  
I am directed by the General to

Inform you that we have gained a most complete & decisive Victory over the whole of the Rebel Army under Washington. They are flying in all quarters after infinite slaughter - our Army has also suffered, and the whole of our wounded & Hospitalled? William Howe dispatches to you care & Protection, as he & Lord Cornwallis are in pursuit of the Enemy.

Accept my Congratulations

Ever yours I Mordaunt

The next day an immense number of waggons with <sup>the</sup> wounded arrived, among whom was <sup>the</sup> Wm Mearns who commanded the Grenadiers & B. General Marin de la. My whole attention therefore for some time was taken up to see them properly taken care of - News then soon reached me that Lord Cornwallis had got possession of Philadelphia, I then moved up the River and drove the armed craft (among which was the Virginia Frigate of 32 Guns) before me, when the Gallies took shelter under the Batteries of Mud Island (a strong Fortification in the middle of the

11

River, and the Frigate, in attempting in the night to slip past the Town, was stopped & taken by the Army. This gave me the opportunity of appointing my first Lieut. ~~Mr. [illegible]~~ to the Command of her, and with the foundation of 50 Seamen & marines from the Rockbank she was soon equipped as an effective ship of war.

Lord Howe & his Fleet soon after arrived in the Delaware, but not before I had taken the Post of Billingsport, with the assistance of the 42<sup>d</sup> Reg<sup>t</sup>. which upon my application I<sup>d</sup> Wm Howe sent to act under my orders.

The Reducing Mud Island & its dependences, however, became a more serious business, & took the Admiral & General upwards of a month before it was effected — on the first attempt to move the ships towards it, the Augusta (L<sup>d</sup> Duane) having grounded the heavy fire from the Batteries & Gallies were opened upon her & the Rockbank (the latter being in the act of assisting in getting her afloat) when she took fire, and in ten minutes the flames reached the Mast Head. all firing then ceased on  
my part

Our whole attention being taken up to save the Augusta's People by our Boats, which except part of the fish as could not help themselves I was fortunate enough to effect all the while the heavy fire of 15 Gallies the whole time. The Capt<sup>d</sup> <sup>Reynolds, afterwards</sup> Duane was in the act of sinking when my Boat saved him, on more than half the Ships Company were taken out of the water so rapid were the flames.

In the week following a general attack both by the Fleet & army was made on Mud Island. which from the nature & manner of its being fortified, became extremely difficult; on the Land side the low marshes were fast, as did not allow of Batteries to be erected within a proper distance, and obstructions called Chevrons de Bois, were laid in the River, 5 or 600 yards from the Island Batteries, to prevent ships being placed within that distance. This was the invention of the famous Dr Franklin, and from the nature of their construction, being (built with very strong frames of timber, shod with pointed Iron) and not visible even at low water, became very formidable. The three ships appointed to make the attack, were the Somerset Capt Perry of 70 Guns, the Dragoon Capt Cornwallis & the Rockmouth of 44 -  
of 50 miller

my ~~own~~ <sup>own</sup> ship. Capt. Cornwallis & my self employed ourselves in sounding, and endeavouring to find out openings in the cheaux de Tise where we might place our ships to advantage (and this was done frequently under fire from the Fort & Galley) and observing that Capt. Jury nor any Person from his ship did the same, we placed a Buoy where we thought the Somerset with her 32 Pounders, could best annoy the Fort. —

The Admiral who lay with the rest of his Fleet off Chester, about 20 miles further down the River fitted out a large North Country built Transport <sup>called the Vigilant</sup> with 10 Twenty four pounder Guns, keeping her to as light a draft of water as possible, this ship he put into Commission & gave the Com<sup>d</sup> to Capt. Henry — on the South side of mud Island there was a channel, which <sup>nearly</sup> though dry at low water, Galleys at high Tide had been sent down to annoy our ships; In this channel it was intended to place the Vigilant <sup>to flank the Gallies</sup>, but it was only during the Hour at High water that she could be moved; <sup>when</sup> having got her with difficulty more than half way up the Channel. The day for the general attack was <sup>accordingly</sup> fixed upon and notice sent up to the senior officer Capt. Jury that it would take place the next day at 10 in the morning. This being made known to us, I thought it right to get on



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on Board The Somerset, to inform myself how the attack by Sea was to be conducted not having received any directions as to the placing my own ship, altho' both Cornwallis & myself had placed buoys where we should drop our stem anchors, in case no general orders should be given.

My surprise was certainly great when Capt Curry informed me, that he could give me no direction. That on the Receipt of the Admirals letter he had returned an answer, saying that his ship was perfectly ready for action, and should make the attack at the hour he had mentioned, but desired he might be furnished with a Pilot to move & leave his ship."

Guessing what would be Lord Howes situation when he should receive this answer, I determined to go down to him; when, as I expected, I found him in a great Rage, and in the act of superseding an officer, who could have lain near a week within 2 miles of the Port he was going to attack, and not having informed himself & the Captains of the other ships, of the anchorage each should take up.

What is to be done, said the admiral, in this dilemma? The army will be in the Boats at 5 in the morning ready to storm, after the ships & the Vigilant Floating Battery, have in a degree silenced the Enemys fire, and it is now too late to make any alteration. To which I replied I will go back to Capt. Curry and let him know that you

have

no Pilot to send him, not having expected he would require any; but that he might take the Capt of the Roe buck or his Master to place his ship, which of course relieved the Admiral's mind, <sup>who</sup> ~~was~~ directed me accordingly to do so.

I omit stating the particulars of the Action the next day, suffice it to say, that Captain Orry chose the Master of the Roe buck to place his ship against the Fort, rather than the Captain; and that in about 4 Hours incessant firing, from the ships & the floating Battery (which enfiladed a part of the Enemy's works) Mud Island, & its appendages <sup>attempted to</sup> ~~fell~~ <sup>fell</sup> to the ships, before any of the Troops <sup>attempted to</sup> ~~landed~~ <sup>landed</sup>.

This was a most fortunate Circumstance for the Army, as from a strong chain, <sup>having been fixed,</sup> not visible above water, no Boat could have reached the shore within it, and which was about 50 Yards distance from it & in 7 or 8 feet water. So that if the attempt to storm the works had been ~~attempted~~ made, every man in the Boats would have been destroyed.

Sir George Osborn B<sup>t</sup> Commanded the Storming Party. — Captain Orry was much censured by the Admiral for his Conduct; but such was the Phlegmatic manner in which the Naval Service was conducted at that Period ~~from~~

That Rear Admiral Drake & several old officers at that time gave their decided opinion, that a Captain had nothing to do in the movement of his ship in Pilot water. Thank God that doctrine has been long Exploded. !!!!!!!! —

The capture of Mud Island, occasioned the abandonment of all the other defences of the River, and (in consequence of order) I sailed up to the City of Philadelphia in the Roebuck with the Frigates & Transports.

Soon after, the Admiral, with all the ships of the Line sailed to winter at Rhode Island, and left me to co-operate with the General, against the Enemy, until the return of the Fleet in the Spring of next year.

I had now a new scene opened to me. Having not left that 25 Penn<sup>ts</sup> (Frigates & Sloops) & upwards of 250 Sail of Transports under my command all of which were expected to be put in order for service in the Spring, and to be in the mean time in constant readiness to afford assistance to the Army, which was

Philadelphia

1777 a degree of Responsibility, seldom I believe entrusted to so young a Captain.

and here it may be necessary to observe that altho the General S. Wm Howe K. B might be considered in some degree to be in winter Quarters, with his army of 25 thousand men (British & Germans) yet as the Rebel General Washington, his opponent, lay with his army of Americans within 14 or 15 miles of the City, and had Detachments in various situations, one on the South side of the Delaware, all the Departments of the army, were kept on the alert; as was also the Navy, as far as moving or Victualing the army Troops, might occasion - But as in all great Garrisons a considerable degree of Disaffection frequently prevails, such was the case here to a great extent throughout the whole winter Every Officer of Rank being provided with a furnished Horse, and giving frequent Entertainments. My Situation therefore <sup>as Com<sup>d</sup> of the Navy</sup> became the more arduous, and altho I may take credit to myself for keeping out so fit as much as possible,



yet in order to preserve a good understanding between the Army & Navy, and keep up the consequence of the latter, I was under the necessity of keeping a Table, and ~~entering into an agreement~~ <sup>entering into an agreement</sup> with the General to give me one day in the week to meet the Sen officers, with just of his own as he chose to bring, to dine & pass the evening at my House. This he readily consented to do; and altho it was of course attended with a considerable ~~expense~~ <sup>expense</sup> I am persuaded nothing contributed more to preserve the good Harmony which subsisted the whole of the time between the two services until the return of the Commander in Chief which was about 4 months.

April 1970 — Early in April the Admiral Lord Howe returned with the ships of the Line into the Delaware, and himself came up to the Town; when I had the satisfaction to receive from him, in the presence of the General, his most perfect approbation of my conduct during his absence, in the very responsible situation he was pleased to say in which he had found it necessary to place me.

The first Packet from England brought out the General's permission to return home, and Genl Sir Henry Clinton was appointed Comm<sup>d</sup> in Chief,

as the former was a great favorite & very popular with the Army, a great Fête was given to him before he embarked which as it consisted of great variety of <sup>Spectacles</sup> <sup>(T)</sup> amusements was termed the Morguizenza, and which was made up with all that ingenuity could invent, & be produced from the combinations of a great River, a large <sup>Populous</sup> Town under Martial Law, with an assembled Army & Navy, and fine weather; and being planned & conducted by some very able young men, ~~nothing~~ ~~was~~ ~~neglected~~ ~~to~~ ~~render~~ ~~it~~ ~~as~~ ~~unique~~ ~~&~~ ~~gay~~ ~~as~~ ~~possible~~ ~~+~~

This scene of Festivity however was of short duration. Commissioners arrived from England, consisting of the Earl of Carlisle, Mr. Eden (afterwards Lord Auckland) Governor Johnson, for the purpose as it was understood of endeavoring to make Peace with America on any terms, short of separation. But alas! they came too late, their proposals were no sooner laid before the Congress, <sup>than</sup> ~~where~~ they were rejected, having just before received an account of

+ Previous to the Fête called the Morguizenza I gave the General on Board of the ship on board the Fleet Bunker, where 200 Ladies & Officers sat down to supper & danced until day light in the morning - The ship was hauled to the wharf for the occasion

of the French Court having espoused their cause. This was soon confirmed by the arrival of a Packet from England, bringing information that a French Fleet of 12 Sail of the Line, having on board 5000 Troops, under the Com<sup>d</sup> of Mon<sup>r</sup> Le Comte D'Esclapart had sailed from Toulon for America to assist in establishing its Independence.

In consequence of this new Power engaging in the war, a reinforcement of 5 Sail of the line under the Com<sup>d</sup> of V. Adm<sup>l</sup> Byron was sent from England, with orders to ~~proceed to~~ Philadelphia to land 5000 Troops to secure the West India Islands.

These orders were promptly put into Execution. Com<sup>d</sup>. Holthorn sailed with the West India detachment, Lord Howe sailed with the Fleet & Transport to New York, & Genl Clinton marched with the army towards New York, when Genl Mifflin gave him battle, but <sup>altho</sup> ~~was~~ beat with great loss, the Victory came to no account whatever.

The Station allotted to me, was to look out for the expected Fr. Fleet, and to give notice to all Ships arriving, of the evacuation of the Delaware.

Three days had scarcely elapsed, before one of my Cruisers Commanded by Lieut Knight (now Adm<sup>l</sup>) made the signal for having seen the Enemy, standing in

21

in for the Land to make the Capes of Virginia, with this Intelligence (after having stationed a line of small Vessels to bring further intelligence of the Enemy's Motions) I proceeded to join the Admiral at New York, who immediately made the best disposition in his power with his little Fleet (not having as yet been joined by Byron's Squad<sup>n</sup>) to meet the expected attack of M<sup>r</sup>. D'Estaing; who he thought, ~~from~~ from his superiority of Force, might be likely to sail at once over the Bar of New York, and endeavor to drive our ships on shore. His Lordship therefore advised himself of the Transport Men to strengthen the ship's Crews, fitted a number of small Vessels as Fireships, and made the best line of Defence the anchorage admitted of.

The next morning but one, the French Fleet appeared off the Bar of Sandy Hook, and as they passed several Hours in manuevering during the Flood Tide, and then bore down towards us in order of Battle, we fully expected the attack; but to our great surprize they came to anchor outside the Bar, leaving only the Strip of Sand, on which



The Light House is placed, between the two  
Fleets; and in point of distance between each  
other, not more than three miles at most; but  
without the least communication.

In this situation the two Fleets <sup>continued</sup> for 5 or 6 days  
and as the Enemy's Betsy appeared to be found in  
we were indubitably expectation of their coming in  
at each High water, especially as the wind  
continued favorable for their purpose, but at  
length, on the Easterly wind freshening, they  
double reefed their Topsails, & got under way  
and beat out of the Bay, and made the best of  
their way to ~~Boston~~ Rhode Island.

Two days after the Cornwall of 74 Guns, one  
of Byron's Squadron arrived at New York; by which  
we learned that they had been all separated in a  
violent Gale of wind, and the Cornwall had been  
alone confined & could give no account of the  
Admiral.

With this Reinforcement, and as soon as the  
Cornwall could be supplied with water, her sick Indian

Note: a circumstance, perhaps of a private Nature, but  
particularly interesting to myself, transpiring at this  
time, I may on that ground be excused from mentioning  
it. My ship the Roebuck having been advanced in the  
Evening to observe the motions of the Enemy, I had placed  
myself in the Main top a little before day Light, in order  
to look into the Body of the Enemy's Fleet, as soon as it should  
be

out & her crew increased to her full complement.  
Lord Howe put to sea in fear of the Fr.  
Fleet.

Our force consisted of 11 sail in all viz:  
one 74 - five 64 - three fifty, & two 44 with a single  
Frigate - with several Gallies & fire ships.

In two days we arrived in the evening  
off Rhode Island, and saw the French Fleet  
there at anchor. at sun rise in the morning  
they were seen - coming out to give us Battle  
& consisted of 12 sail of the line, two only of  
which were of 64 Guns - as the wind blew  
off shore Lord Howe formed his line of Battle  
a head, with the heaviest ships in the Rear  
and stood off <sup>large</sup> to get an offing; that being  
accomplished he hauled up towards the Starb<sup>d</sup>  
Tack, 2 points at a Time, until he got the  
<sup>English</sup> weather-gage of the Enemy; he then brought  
To & shifted his Flag into the Apollo Frigate,  
and made the signal to put us for action. But  
before it could well be made, a violent Squall <sup>came</sup>

Note

delight enough; when, as the Day broke, I layd my spying  
glass on the Ratling of the Top mast shrou, and looking  
through it, the first object I saw was, one of my own  
Tenders, called the Stanley & commanded by Lieut Rich<sup>d</sup>  
Whitworth (Brother to Lord Whitworth) at a station  
immediately under D'Estatings stem! This was a  
circumstance of very pecuniary loss to me & my ship's  
com<sup>d</sup>

Squall came on so suddenly, that both Fleets were obliged to attend <sup>wholly</sup> to the immediate safety of the ships, by not only reefing their Topsails, but taking them in, as the gale grew more & more violent, and thick weather coming, with the sea rising the Fleets soon became separated, and we saw no more of them.

Before the evening came on it blew a storm and only part of our own Fleet were discernible, from the thickness of the weather. at this time the Admiral made the signal of being in distress, but not in want of immediate assistance. This signal was answered by the second in command, Commodore Elliot & many other ships, and altho it was seen immediately after, that the Apollo's masts went over the side one after the other. The Commodore made no attempt to keep the Fleet together, or give ~~any~~ orders for any of us to stay by the disabled Commander in chief's ship - By this neglect a total separation of the Fleet took place and

note

as she had 5 Prizes with her laden with Tobacco & Rice which from the extraordinary clearance of Lt. Whitcomb he had cut out of an Inlet in N<sup>o</sup> Carolina; and coming with them to New York he saw the Admirals Lights, and not having the least expectation of it being an Enemy, he came to anchor with his Prizes close to D<sup>o</sup> Estangs own ship, and whilst pulling his sails, The Boats from the Admiral took possession of the stores & all her Prizes without a word being spoken,

in the morning scarce any two ships were seen together. For my part I considered it an imperative duty to stick to the disabled ship, and no signal being made from the Commodore, bore away & kept as close to the Apollo, as the violence of the storm & high sea would admit, and soon after Sir Hyde Parker in the Phoenix followed my example. - all the forenoon of the next day, there was little abatement of the Gale, but towards noon it began to abate & the weather cleared, but discovered none of the Fleet but our three ships.

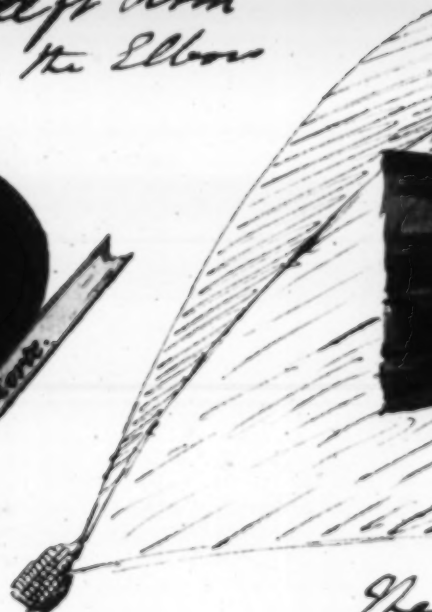
By 4 o'clock in the afternoon it became so moderate, that seeing the miserable situation of the Admiral (Lord Howe) ship, which was rolling in the trough of the sea, without a single stick standing, I resolved at attempting to release him. accordingly after taking every necessary precaution for our own safety, I took a dozen men in my double banked cutter, and watching a smooth was hoisted out & got clear of the ship without accident; Then by heaving the Boat's head to the sea, The dismasted ship drove down upon us, and I got on board by a rope thrown from the Mizzen chains.

I found the Admiral sitting by the

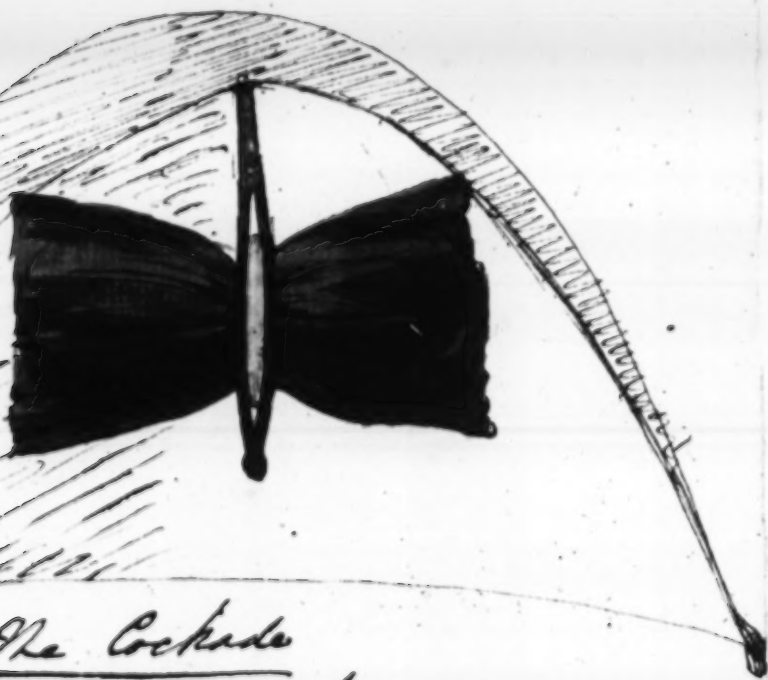
Rudder



worn  
On the Left Arm  
just above the Elbow



The  
None of  
has



The Cockade

is often worn by  
navy or army.



to which he was lashed to the ship,  
Rudder Head in a deplorable situation, all  
the Half Ports washed out, and the sea running  
through <sup>the</sup> cabin. He expressed much gratitude  
at my coming to take him out, but thought it  
almost too hazardous to attempt getting into  
the Boat whilst the ship had so much motion;  
However by this time Capt. Pownall had got  
a spar on the stump of the <sup>Main</sup> Mast, which by the  
help of a Top Gal. <sup>Man</sup> kept her a little quiet  
which encouraged the Admiral to make the  
attempt, and at length I succeeded in not  
only getting him safe into the Boat without  
accident, but with him his Secretary & Box  
of Papers, and also General Balfour who was  
a volunteer with his Lordship.

During this time the Phoenix had  
come in between the Roebuck & Apollo,  
and as my object was to get the Admiral into  
safety as soon as possible, I asked them which  
ship he chose to go on board of, and as we  
were then close to the Phoenix, he very naturally  
wished not to pass her by; and I had from this  
satisfaction of seeing him safely on board her  
and

and his Flag hoisted in that ship. — By his orders, in the course of the evening I took the Apollo in Tow, and proceeded with her to the Rendezvous at New York, where I found Com<sup>d</sup>. Elliot, Com<sup>d</sup>. Hotham, and two or 3 more of the Fleet, and in a few days after the Admiral arrived, with the remainder, which he picked up at sea.

Measures were promptly taken to refit the Fleet, and having received Intelligence that most of the Enemy's ships had taken shelter at Boston, Lord Howe lost no time in proceeding towards that Port, altho joined by only one more of Admiral Boscawen's Squadron, when on coming off the Port, I was sent to reconnoitre the situation in which the

French

Note — The Gale which separated the two fleets, just at the moment when they were about to commence the action, handled the French even more roughly than the English — Before we lost sight of them, the Topsails of several ships were blowing from the Yards, and there was <sup>soon</sup> a total separation — Mons<sup>r</sup>. D'Estaing's ship was entirely dismasted, and having <sup>been</sup> fallen in with one of our 50 Gun ships (the Renown), was nearly taken to her.



1778

French lay in The Harbour, and returned to the Admiral with a Report, which was, that their ships did not appear to be in any position of defence, but were promiscuously moored & seemed by their motions of some, as if the appearance of the English Fleet, so unexpectedly had caused much alarm; and therefore I was of opinion they might be attacked with good prospect of success, if done immediately. But before any thing could well be determined, Sir James Wallis who had likewise been sent to reconnoitre, and who had boarded a Boston Fishing boat, came on board the Admiral, with the information that the French had been for several days expulping the English Fleet, and making every possible preparation for defending themselves; upon this

But the Captain not taking <sup>making use of the</sup> promptly ~~of the~~ <sup>the disabled ship</sup> old damage he had over, gave them time to recover the Parity which their Perilous situation had occasioned, gave them time to drop an anchor; which by bringing springs on the cable allowed them to get so many Guns to bear on the 50 Gun ship, that obliged him to retire — another of their Flag Officers, was beaten — obliged to run away from the 31st Capt. Rayner, who after a full half hour close engagement, did not lose a single man. The Duke of S. Albans was on board <sup>commanded a company of Troops</sup>

Statement, and having no Troops to take  
any Position <sup>on shore</sup> for giving succor to any of our  
ships which might be disabled; together with  
the wind in the morning not being favorable,  
the attack was given up; and his Lordship  
returned with the Fleet to New York; where  
he found Admiral Byron arrived; to whom  
he gave up the command, and sailed forthwith  
to England in his own ship the Eagle of 64  
Guns — His Lordship had always promised  
that he would not leave me behind, but as I was  
not present when he sailed, he did all he could, by  
desiring his Successor to send my ship home, on the  
first opportunity, which very soon occurred, and on  
the 1<sup>st</sup> of December 1770 I sailed from New York  
Having on board the Commissioners who had  
been sent out to treat for an alliance and amity with  
the American Congress, but which on the French  
taking part against us had totally failed.

My Passengers were the Earl of Carlisle, Lord Auckland  
& his Lady, The Secretary of Embassy, Mr. Stuer, and Gen<sup>l</sup>  
Lord Cornwallis, Gen<sup>l</sup> Ross & Col<sup>l</sup> Borden with his two  
aid de camps — and the Escort was the Lizard Frigate  
and the Breeze — The first Comm<sup>rs</sup> <sup>from us</sup> by Capt<sup>l</sup> C. Phipps  
the latter by Captain Piers Williams —

1778 Nothing particular occurred on the Voyage, but we had a tolerable good Passage of three weeks, and arrived at Plymouth abt the 22<sup>d</sup>. When having received orders from the Admiral then left in command at New York, Adm Gambier, (The Vice Adm Byrn having failed to take the command of the Fleet in the West Indies) to proceed immediately to Town with his Dispatches, on my arrival in England, I set off Post for London, and gave my first Lieut<sup>L</sup> (Drake) orders to proceed with the Rocksuck to Spithead; and to the other Captains of the little Squad<sup>n</sup> to follow their former orders.

On presenting my Dispatches to the Earl of Sandwich, then first Lord of the Admiralty, a long conversation ensued, and many enquiries made by his Lordship on the state of America, & the condition of the ships I had left behind; and charged me to be ready to answer many questions on these subjects which the King would most likely put to me at the levee on Wednesday, where it was his Lordship's intention to carry me with him.

To be presented to His Majesty for the Honor  
of Knighthood to be conferred upon me, which  
distinction he was pleased to say, I had fully  
earned by my Zealous & Beneficial Services,  
from the Commencement of the American  
War to the present Time; That scarce a  
dispatch had arrived from the active part  
of the war, that did not make mention of  
some creditable exploit in which I had been  
engaged against the Enemy; and added, That  
the <sup>late</sup> Commandr in Chief Lord Howe, on his  
arrival in England, had particularly desired  
I might receive this mark of favor from  
His Majesty. — On the day appointed  
therefore I accompanied His Lordship to  
the Loure, where I was most graciously  
received by The King; and Lord Howe being  
present, some flattering things were said of  
me, much more than I thought I deserved;  
and I came away Sir Andrew Snape —

January

1779. — my ship being ordered to Woolwich  
to be repaired, I left London at the end of

a



a week; joined her at Portsmouth, and in the course of three or four days arrived at Woolwich, where she was taken into Dock, and altho a new ship in 1795, the greatest part of the Tot Timbers were obliged to <sup>be</sup> shifted from the Damage received from shot holes — Lord Sandwich, who showed every disposition to oblige me, made two of my Midshipmen Lieutenants, and would have made my Nephew Mr A.S. Douglas a Com<sup>dr</sup>, had he been old enough, <sup>but</sup> (altho my second Lieut<sup>he</sup> was then only 17 years of age. — His Lordship offered me one of the three new 74 Gun ships, then building in the River, and nearly ready for launching, which I would readily have accepted, if I could have had my Officers & ships Company with me; but as that was contrary to an existing Rule at that time at the Admiralty, and I had too much value for them, being all men of my own raising — I refused; and asked to have

One of which is the present  
Admiral Sir Charles Taylor. KCB

my own

Feb<sup>ry</sup>  
1879. my own ship The Rockuck sheathed with  
Copper, which after some little difficulty  
was acceded to, as at that time the  
Jupiter a new 50 commanded by the late  
Lord Barham, was the only <sup>ship</sup> in the whole  
service that was coppered. + Capt the Alarm 32.

On the 7<sup>th</sup> March I was married to Miss  
Ann Grove, Daughter of Henry Grove Esq<sup>r</sup>  
of Hamwell Heath, of which Event in this  
place I shall only say I have never had  
cause to repent, and who is the mother of  
both my children Captain Graham Edenham  
and the Hon<sup>ble</sup> M<sup>rs</sup> C. Hood.

April. The Rockuck being repaired, refitted, &  
coppered, I sailed down to Long Reach to  
take in the guns &c, and being upon the  
point of sailing for Spithead, I received  
a Precept from the Speaker of the  
House of Commons, to attend at the Bar  
of that House the day following but one,  
to be examined on the Subject of the Conduct  
of Gen<sup>l</sup> Sir W<sup>m</sup> Howe K<sup>t</sup>, and the Vis<sup>ct</sup> Howe

+ In the former war the Alarm Frigate had been coppered as an experiment.

in the prosecution of the war against the  
Americans, during the time that officers  
were engaged in this service, a letter from  
Lord Palmerston also accompanied the dispatch  
which contained the fact that his brother  
had been severely wounded in a battle  
which had taken place in the East Indies,  
and that he had been severely  
wounded in the head; but things having now  
gradually changed, the Secretary of State for  
the Colonies, Lord George Gomer, had that  
night given notice that the inquiry should  
be brought on immediately. Mr. Fox  
had therefore proposed the President of the  
Speaker in order to prevent his being  
sent out of the way; as upon my testimony  
which he was sure he could rely on, he should  
set his defence, on some of the most  
important points, most likely to engage  
the attention of the House.

Accordingly the inquiry took place, and  
as the opposition took part with the Government  
in chief against the Ministry, wishing to throw  
the

it turned out pretty much the same as  
of that sort generally do, where people have  
before <sup>had</sup> made up their minds upon the  
subject; and as the war against France had  
now become the first object of attention in the  
country, the public mind was directed from  
the American contest to the dispute which  
subsisted between Admiral Keppel & V. Admiral  
Sir Cloudesley Shovel respecting the blame which  
attached to the late shameful <sup>day</sup> of Battle  
with the French Fleet; which each endeavored  
to throw on the other, but which (Party aside)  
could only be attributed to the command in chief.

The morning after the foregoing I had a  
visit at my lodgings in Rathbone Place -  
(Con. Robert?)







1779 The Americans from Boston & the  
Northern Ports had fitted out an Expedition  
against our Post at Penobscot, which  
had been frustrated by Com<sup>d</sup> Sir George  
Collier some months ago; But Intelligence  
was received by some of the British that the  
Enemy was making attempts, and accordingly  
I was furnished with a small Squadron of frigates to  
that place for the purpose of destroying them,  
but on our Arrival we found our Post there  
undisturbed.

As this was the Principal River & Harbour  
in the Province of Maine or Sagadahock, and  
not included in the 13 Rebellious Provinces, The  
Chief Part of the Loyalists (foreseeing the Prospect  
of the Independence being established, by the  
French & Spaniards having espoused their  
Cause) removed themselves & their Property  
to this Place, which abounds with the finest  
forests of wood for lumber as well as timber,  
(to any other part of the country)  
conceiving that whenever Peace might take  
Place, they would find themselves an English  
Colony; and it was the ruin of thousands  
when in the year 1782 it turned out to be  
otherwise.

On our return to New York I found the  
General & Admiral had determined to  
attempt the conquest of Charles Town, which  
had been attacked by the former & Sir Peter  
Boucher in the early part of the year, but  
without success. The ships having lost  
many men & were much disabled against  
Fort Mifflin which commanded the  
passage up the River to the Town.

In 1779 accordingly Vice Admiral Rodney with

after, together with  
in transports.

, close to the Bar  
ready to push the  
head of the fleet  
into the harbor  
and into the town  
by the narrow  
passage.

and the fleet,  
the or two, long  
and range of  
and the tide of  
the of the river.



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 undisturbed.

As this was the first  
 our chief purpose of getting  
 not included in that  
 Chief Post of the day and  
 of the American  
 of the independence of the  
 French & Spanish  
 Cause) removed them  
 to this Place which is  
 forests of wood for use  
 to any other part of the colony)  
 in every thing which  
 Place they would form  
 Colony, and it was the  
 when in the year 1780

Rainbow 64 - Cap<sup>t</sup> Evans  
 Europe 64 - Adm<sup>l</sup> Mifflin  
 Rufel 76 - Cap<sup>t</sup> Perry  
 Robust 76 - Cap<sup>t</sup> Drake  
 Defiance 64 - C<sup>t</sup> Cosby  
 Romby 50 - C<sup>t</sup> Gayton  
 Richmond 36 - C<sup>t</sup> Hudson  
 Rock 44 - C<sup>t</sup> Hammond  
 Blonde - 32 - Barkley  
 Raleigh 32 - Jacobin  
 Virginia 32 - M<sup>d</sup>  
 Rosens - 24 - H<sup>l</sup> K. Elphinstone



When an American saw a Volunteer  
on the ship's Deck, not only convinced the  
Idiot, that if the abandoned ship was suddenly  
set on fire, she would inevitably, from the  
close position of the Fleet Drive into the  
midst of it, throw the whole into confusion  
and perhaps be the means of rendering  
eminent service to his Country, but did  
actually attempt to put his Plan into Execution  
in the middle of the Night.

This fellow had contrived to collect a quantity  
of combustibles into the Foretop, which he had  
put into the staysails there, and sprinkled Tar  
& Gunpowder on the Foremast, and had actually  
got up with a lighted match, when a Spanish Officer  
fell down upon the Forecastle, which the Captain  
observed, & called out there was fire in the  
Foretop; the Captain of the Watch not only called  
out to know if any person was there, but  
immediately ordered people aloft, who found  
the American in the very act of doing the  
mischief, the sails being actually on fire, and  
it was also found that two strands of the cable  
were cut through by which the ship was riding.  
The Rage of the Ship's Company may be better  
conceived

than described; There was actual difficulty  
in preventing them from tearing the  
sails to pieces. However he was at  
length secured on the quarter deck in  
Irons, when upon being interrogated as to  
his motive. He said, as he had failed he  
knew his life was forfeited, and therefore  
declared he had made the attempt to save  
his country. That fully believing that if  
the Roebuck had been set on fire she must  
inevitably have driven into the Body of the  
fleet, which would have burnt many of  
the ships, driven others ashore, and  
thrown the whole into great confusion  
that it might have occasioned the  
expedition of <sup>the</sup> Charles Town to be set  
aside; and <sup>that</sup> the impulse was so strong  
it was out of his power to resist it.

The Admiral on being very surprised  
with the circumstances, and receiving  
my letter & application for a Court Martial  
on the Villars, gave immediate orders to  
Rear Admiral Deake to assemble the  
Court,



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but instead of doing so, He sent his Secy  
the Dep<sup>y</sup> Judge advocate on board, to inform  
the Prisoner of the charges against him, to  
know what Evidence he would call to  
his defence, and to prepare for his Trial  
in 40 Hours! — Alas, before that time,  
the wind had come fair, and the Fleet  
were at Sea, when no Court could be  
held. So that the atrocious Miscreant's life  
was unnecessarily prolonged, by the Rules  
it seems of the old School of the Navy.

L<sup>t</sup> Genl East Cornwallis & his Staff took  
their passage with me in the Rock Duck.

The weather was extremely bad, the whole  
way, and we were (with the admiral) about  
a month on our passage to the anchorage off  
Tybee at the entrance to Savannah in Georgia,  
being the Rendezvous appointed in case of  
separation; a Place rendered famous for having  
two years before past Count D'Estaing in an  
endeavour <sup>in vain</sup> to get possession of it during a siege  
which lasted 6 weeks, with a Fleet of 40 sail of  
the line & 4 or 5 thousand French Troops under  
his command. In the beginning of the attack  
Savannah

was an open Town on all sides, and by the extraordinary ability of Colonel Moncrief, the English Engineers, in most rapidly erecting Field works, against all the various attacks of the French Troops, the Enemy was never able to make the least impression on the Place, and when M<sup>r</sup>. Delaney thought proper to embark his Troops & give up all further attempts on the Province, the Town of Savannah was compleatly surrounded by a chain of fortification redoubts.

The Fleet, as well Man of War as Transports, having must separated during the Passage from New York, it became necessary to continue here for a week; by which time most of the missing ships had arrived, except a very principal large Transport laden chiefly with Battling Cannon. However it did not delay the Fleet from proceeding to the mouth of the Edisto, in the Neighbourhood of Charles Town in S<sup>c</sup> Carolina, where the General<sup>s</sup> Henry Clinton & the Troops were landed without opposition, marched up the Country & crossed the Ashley River 2 or 3 miles above

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above Charles Town & soon began their operations against the Town, which is a complete Fortification on the land side with very strong outworks & a broad canal or ditch on its face; and from the information which the General received, it had a garrison of regular Troops to defend it of 6000 Men on the Sea Front, it had strong Batteries, and a Boom across the Channel to defend it from the Shipping, and three Frigates and a large two decked <sup>the mouth of the</sup> with Heavy Cannon completed their Defences on that side.

The Troops being landed, the Admiral sent several of the Line of Battle Ships to the West Indies to join the Fleet, and considering himself to have performed what he had undertaken, informed me that it was his

Note / When Sir H<sup>ty</sup>. Clinton & about a month first concerted this Expedition ag<sup>t</sup> Charles Town, it was certainly not known that any great force was likely to be found in Charles Town, therefore as the General had his leave to come home, & give up the Command of the Army to Lord Cornwallis, he was in all probability in hopes that it might be an easy conquest & give him much credit on his arrival in England. Be that as it may

Intention to bring me with a Squadron  
of Frigates to co-operate with the Army,  
and should himself return to New York,  
But a very few days intervened before a  
letter from the General desiring a Confer-  
-ence totally changed the face of affairs, and  
-rivetted the Admiral to the Expedition, very  
much against his will.

To this conference I attended the Admiral,  
where Sir Henry <sup>Cl</sup> gave him to understand,  
that upon his reconnoitring the Enemy's  
Force & Position, he found it so infinitely  
stronger than he expected, that without the  
assistance of his fullest support, with the  
cooperation of the Fleet, by <sup>an</sup> attack upon the  
Town, his success against it would be hopeless. This

---

most certainly persuaded the Admiral (who  
had orders to send the most of his Line of Battle Ships  
during the winter season - to the West Indies to rein-  
force George Rodney) that he was desirous only  
of his Escort, to land his Troops in the Neighbourhood  
of Charles Town, and should not require the least  
of his assistance in taking of the Place; and a few  
Frigates left to co-operate with him would be all  
that could possibly be necessary; and with this Im-  
-pression, the Admiral assured me, he sailed from New York.



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This Information quite disconcerted the Admiral who complained bitterly of his not having been dealt fairly by; "that he had been brought onto joining in the Expedition against his will; that he (the General) knew very well that the Line of Battle Ships were destined for a more important service; and therefore if the Army could not do the business themselves, or with the assistance of a few Frigates, they might again embark on board their Transports, and they should be conveyed back to New York or wherever they pleased." And I am <sup>here</sup> going to relate that these two Officers never having acted cordially together, they were now so full of animosity each other, that I foresaw but little chance of their coming to a proper understanding of the question.

But at length, the General took me aside, and plainly told me, that unless the Admiral could, in his cooler moments, be brought to consider the critical situation he was placed in, & consent to give his fullest cooperation to the Army, he should consider the business at an end, and lay the whole blame of the failure upon him & the Navy. It then became my business

lay the whole state of the case before the Admiral<sup>c</sup>  
and point out to him, that whatever might have  
been his plans & intentions before he left New  
York, he was now only to consider what his  
situation was at present, and he would then  
see, that he was to the full, as much pledged  
in the success of this Expedition as the General  
himself, <sup>whichever</sup> had been the original planner of  
it; and would be equally called upon to  
account for its failure, in the event of such  
a misfortune. I reminded him of the consequence of

-the discovery should  
discover that there  
was a bad understanding  
-in between the two  
Commanders in Chief

Fortunately, now things took a  
different turn, The Admiral allowed  
I assure Sir Henry Clinton that

the Navy would cooperate  
with the Army, to the utmost of their Power.  
and the Plan of operations was immediately  
conceived & agreed upon.

The H<sup>on</sup> Capt. Keith Elphinstone, who had gone  
up the Edisto with the Army had a Party of  
Sealers from the Fleet attached to him, and  
a number of 24 Pounders, <sup>was</sup> landed from the  
ships - The Admiral hoisted his Flag on board  
my ship the Probert, and having given out in  
orders, that all directions & memorandums given  
out by me in the Admiral's name, should be  
obeyed, as if issued by himself, <sup>therefore</sup> the whole operation

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& movements of the Fleet fell under my direction.

The great difficulty which occurred was the shallowness of the water on Charles-Town Bar, on which, even at Spring Tides there is never more than 16 or 17 feet water so that no B.C. could attempt it. The service therefore could only be attempted by the two 2

two decked ships the Romney of 50 Guns & the Rockbank of 44 and the 5 Frigates named in the Margin, all of which were obliged to be lightened, on the outside of the Bar, which is in the open sea; and as we could only attempt the Passage on the Spring Tides, and then only with a fair wind, the Rockbank & Romney had all their guns out and every heavy article which could lighten the ship, <sup>put</sup> on board transports for 15 days, before an opportunity offered to pass the Bar; certainly a very perilous situation at this season of the year; however no accident happened, and a fresh Easterly wind happening we all passed the Bar & came to anchor in Rebellion Road, and the next day we were fully equipped again for service. Another story is necessary to state that fresh of the line of British ships as could be of no service during the siege the Admiral allowed them to shelter themselves in fresh inlets as had sufficient depth of water for them to go into; The

Richmond 36  
 Raleigh - 32  
 Blonde - 32  
 Virginia 32  
 Porpoise - 24

all 5 Frigates  
 32 Guns  
 32 Guns  
 32 Guns  
 24 Guns

<sup>of 64 guns</sup>  
The Defiance, Capt Jacob, attempted the  
Harbour of Savannah, but taking <sup>an improper</sup> ~~an improper~~  
opportunity, grounded on the Bar, and not  
taking the advantage of the Night Tide (which  
was much higher, the ship drove a mile  
from the Place she had struck upon, and  
was totally lost. — Her lower deck guns  
being immediately sent up to the Besieging  
Army, enabled more Batteries to be erected  
and became of considerable use.

Our first object after crossing the Bar  
was to pass Fort Moutrey, which is the great  
defense of the Harbour; and <sup>which</sup> showed itself  
so strong against the attack Sir Peter Parker  
made upon it, unsuccessfully, in 1776,  
that it was judged best to pass it without  
risking any of the ships against it. For this  
purpose Boats were appointed to place themselves  
on the points of the Shoals, where ever the ships  
should move up; and the first opportunity  
of a fair wind was taken (before the ships  
tended to the Flood) to take up the anchor;  
(the sails being all furled with Rope yarns)  
and keeping each their relative situation,  
& bearing from each other, we kept in a Body, and stood



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steered directly up towards the Fort  
 without losing a sail, so that my ship  
 the Roe Buck, which led the Squadron &  
 carrying the Admiral's flag (having previously  
prevailed upon him not to risk his Person  
in passing the Forts but go in his Barge on  
the other side of the River) was within half  
 a mile of Fort Montroy before the Enemy  
 discovered us to be under weigh, and <sup>then</sup> fired  
 their first shot; which being the appointed  
 signal given out in order, every ship was  
 under full sail in a moment; and had  
 it not happened that my best Bower anchor  
 hanging to the Cathead was shot away &  
 fell to the ground at the time we were  
 actually passing the Fort (which I would  
 not leave behind) scarce a Man would have  
 been hurt; as it was, we suffered very little  
 and we all came to anchor opposite the  
 deserted Fort, <sup>Johnson</sup> on the other side, as near together  
 as possible; for this anchorage lays exactly  
 half way between Fort Montroy & the Town.  
 So that random shot, fired at an elevation,  
 from either, and assisted by the wind, which  
 the Enemy <sup>they</sup>

were not backward in taking advantage of  
were continually falling among the ships.

In this unpleasant situation we lay for  
near 3 weeks, during which time the  
Besiegers were proceeding by regular appo-  
ches. How can we more not idle in the  
Flot; Captain Hudson with a Party of  
Seamen got possession of Fort Montmay by  
astrotagon, having left the ships in the  
night, unseen by the Enemy, Landed in  
the Rear of the Fort and making a great  
show of Force, sent a Flag of Truce to summon  
the Fort. The Enemy also sent one to mock  
it, which returning with the summons and  
being made to believe that the Army Landed  
was two thousand fresh Troops sent on  
purpose to attack the Fort, and that no quarter  
would be given if carried by assault; very  
readily accepted of the Terms offered them.

at the same time I landed with  
a Body of Seamen & Marines to attack  
a Fort on Cooper River just above the  
Town and about 3 miles from where  
the ships lay; but it gave us no trouble  
as the Enemy evacuated the Place before  
we reached it.

Things

Things remained in this state when a very  
unpleasant circumstance <sup>happened</sup> occurred. A Mr. Town  
who had been Attorney General at Charles I.  
under the British Government at that time  
living at Head Quarters, came down to pass  
a few days with the Admiral and was  
entertained with all possible civility being  
known to him at New York, which however  
he very ill repaid by what he reported on  
his return to Head Quarters. It appears the  
Admiral (certainly without any intention  
but in his joking way) said to this Gentleman  
"I do not know what your General or you are  
all about at Head Quarters, for this siege has  
lasted already twice as long as I was taught  
to expect it would, and I don't see when it is  
likely to end, but we are all here wishing most heartily  
for the day of the General Attack, when I do you  
think is likely to happen". All that heard this  
conversation except this Person, had not the  
least idea that the Admiral meant to cast any  
reflection upon the Army's activity, but merely  
arising from an eagerness to see the business too-  
tally over. But in what manner it  
was carried to the General can only be known  
by the Direct Resentment by which it was  
immediately noticed.

In the

In the middle of the night a letter was brought to the Admiral desiring he would meet Lt Henry Clinton at a Private House which was situated about 1/2 way between the 2d and 3d Quarters, and that an Escort of Horses attended. On my giving him <sup>the</sup> letter which he read in Bed, it put him in the highest spirits, exclaiming, This summons is quite delightful, as it is, I expect to announce the day on which the Affair must be made, and to concert measures accordingly. He therefore dressed himself in a hurry would not be prevailed on to take any Breakfast, and by 1/2 past 9 o'clock we were both on Horseback escorted by about 20 Light Horses.

When we reached the appointed House, which had 3 or 4 steps leading up to it, there were some *Ordre de Camp* standing, Lord Lincoln Genl Cosby & another, with whom I stood talking, whilst one of them ushered the Admiral to the presence of the General, who was waiting for him in a back Parlour. Not five minutes could have elapsed before I saw the Admiral coming out alone, seemingly in great



great wrath & agitation, exclaiming as I  
came to him, instead of this or anything being  
for the purpose as I expected, I find I am  
brought here to have my throat cut, or  
make immediate apology for having said  
something he says reflecting upon his conduct.  
I said he would say nothing of what had  
passed, to the aid de camp and pushed on  
to the Parlor where I found the General in  
a rage quite unreasonable. I turned the Key  
of the door, and then calmly & quietly argued  
what had really happened, assuring him at the  
same time, that there must have been  
a mistake somewhere, or very gross mis-  
representation. It was some time before  
he cooled enough to give me any idea of  
what was in his mind. at last he said he  
had been so grossly ill treated by the Admiral  
who had openly before his officers reflected  
on his Military Character & otherwise  
calumniated him, that it was beyond  
human Patience to bear, and that he <sup>was</sup> ~~was~~  
determined to make him give him satis-  
faction, and nothing but an immediate apology  
should satisfy him. To this I replied,

"Should that idea be formed

hereafter

to the case, I would be pleased myself  
he should have ample satisfaction; but  
I put it to himself to consider whether  
this was a proper time to think of  
Private Grievances, when every person  
was required for the Public service;  
and to think what spirit it would give  
the Enemy, if at this state of the business  
it should be known, that there was a  
quarrel between the two Commanders  
in chief! That so far from the  
believing that he had committed any  
offence, his whole mind was bent on  
the success of this Expedition, and he  
obeyed the summons he received this  
morning in the fullest expectation it  
was for the purpose of concerting measures  
for a general assault, in case the  
Enemy should continue to hold out; and  
that I would take upon me to say he  
had never harboured a thought to his  
disadvantage, since the Siege had been  
commenced". He then told me that

it was from Mr. Irving's Report, when he came back from the Fleet, that he had considered himself to have been insulted, which of course was not true, and should be so proved.

This hot-headed man at length cooled, expressed the regard & opinion he had of me, and that believing me to be his friend as well as the Admiral, he would be satisfied if I could prevail upon the Admiral to say that he had not intended to reflect upon his conduct. which fortunately after some time he consented to, and thus ended this unpleasant scene - and we were excited back to our ships - a few days after this, the Enemy showed signs of capitulation, but not until they were fully convinced, all further resistance was vain.

The Admiral & myself went off joined the General, the Head Quarters, and for the whole night on the consideration of the terms, which were three times rejected but at last consented to, and at four o'clock in the morning one of the Gates was given up to the British Troops, and the ships in the Harbour taken possession of.

By the Sea Officers of His Majesty's Fleet, the<sup>27</sup>  
Rebel crews having been included Prisoners of  
war as well as the Troops in Garrison.

The Termination of this Expedition being  
ended so hospitably, and so unexpected by the  
Admiral, that he frankly confessed he felt  
the greatest obligation for the Foremost part  
I had taken in the business, and the able assist<sup>ce</sup>  
he had received from me; and that he knew  
no other way of making me any amends,  
but by giving up to me the whole of his  
Patronage, in the Promotion which this  
Success would occasion, <sup>and</sup> which I accepted on  
condition of being informed of any promise  
or engagement he might be under to any  
officer in the Fleet which was accordingly

(For the Continuation)

done. (Page 90)

Note — My Nephew Andrew Hope Douglas having  
been my First Lieutenant when the Admiral  
hoisted his Flag on board my Ship, and extremely  
active during the Siege, had been ap-  
pointed a Commander, & fitted one of the  
large Transports as a Floating Battery,  
was



was now made a Post Captain; and as it was agreed upon by the Admiral & General (who had become quite reconciled to each other) that Col Lord Lincoln & myself should carry home the dispatches, giving account of this victory, Captain Douglas had an order to command the Rockingham, and I left him in full possession of the whole of my Property in the ship, <sup>the</sup> which at that time, being the only one on the Station that was sheathed with Copper, and was likewise the best Sailer, was for a young man under 19 an extraordinary Instance of good fortune, and the Admiralty Board confirmed the Appointment. altho my near Relation, a Boy who had never left my side from 10 years old, (when his Father died) I may be allowed to say, he was exceeded by no man in the Prophy, and to use the King's Expression, <sup>some time</sup> after his death, in 1797 (when at his Majesty's request I presented him with his Bar) He was a great National loss, but he lived just long enough to become a Brilliant Example

"to all the rising young men of the Navy."

He was Admiral Lord Howe's Captain in the great action on the 1<sup>st</sup> June 1794 of the Republican Fleet of France, who fought for the Dominion of the Sea; & <sup>he</sup> commended the Queen Charlotte (a first Rate) the year after, and ~~also~~ by his extraordinary exertion & ability as a seaman brought the French Fleet to action, and gave the Com<sup>md</sup> in chief a Prize (L<sup>d</sup>. B. vid. post).

On Capt<sup>n</sup>. S<sup>r</sup> And<sup>m</sup> Douglas going on board <sup>The Royal George</sup> the admiral's ship after the action, he received him with a guard as the going away, thanked him for his arduous services particularly in bringing the Enemy to action by arresting their escape into Port L'orient; and before all his officers, told him he considered the Victory <sup>him the same day</sup> which they had gained, was principally owing to his exertion & gallantry - yet in the Public letter little or no mention was made of it. Alas!!!

He died at my House at Fulkham on the 1<sup>st</sup> June 1797 of the effect of the wound he rec<sup>d</sup> on the 1<sup>st</sup> June 1794. and his body was buried in a vault in Fulkham Church. & ad. See the appropriate lines to his memory.

1700 Done

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In the disposal of this Patronage I can safely declare, it was done with the greatest impartiality, and setting aside the Instance of giving so fine a ship, as the Roebuck was then esteemed, to so young a man as Cap<sup>t</sup> Douglas, when most of the Frigate Captains were desirous of changing into her (which was entirely the act of the Admiral himself) It gave <sup>general</sup> ~~universal~~ satisfaction to the Fleet.

The Earl of Lincoln himself, charged with the General & Admirals dispatches, embarked on board the <sup>commanded by</sup> ~~Perseus~~ The Hon<sup>ble</sup> Keith Elphinstone, and arrived in England on the 20<sup>th</sup> June, just in time to raise the spirits of the Public & the Government, after the dangerous Riots of the Mob, raised by Lord George Gordon. We were both carried immediately to the Kings Levee (which was then assembled), and the Impression the news of our success against Charles Town made upon all present was quite extraordinary, as Reports had been circulated through France, that the Siege had been raised, after an immense slaughter of our Troops; <sup>a few words from the King</sup> after I received Her Maj<sup>ty</sup> Command to attend him at 9 o'clock in the Evening, to acquaint him of the particulars of the Siege.

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after passing the rest of the Forenoon with some of the Ministers, Lord North, L<sup>d</sup> Sandwich & Lord Geo. Germain, then Secretary of State for the Colonies, and giving them a full detail of the Particulars of the Siege of Charles Town, which L<sup>d</sup> Lincoln had had no opportunity of doing, (as the King had sent him to make his Peace with his Father the Duke of Newcastle) They were so fully impressed with the Consequence of the Capture, and the good Conduct & perseverance of the Army & the Fleet, that it was agreed that notice should be given that night in both Lords & Commons, that the Thanks of Parliament would be moved for them the next day. — which accordingly took Place.

I evaded all Invitation for dinner, as I had wrote from Hounslow to my wife to come to Town, and we had a happy meeting at Sir Harry Parkers in Newmarket Street, and for the first time, I had the happiness of seeing my Son, then 6 months old.

at 9 o'clock I was punctual to my appointment with the King, at the Queens Palace. His Majesty perused with great Interest all the Plans & Papers I had brought with me, and



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and listened very attentively to the whole of the detail which had produced so happy a result; The news of which he was pleased to say, arising at so important a crisis for the country, <sup>great as it was,</sup> added much to its consequence.

This subject however did not take much above an hour; for His Majesty's mind was so engrossed with what had been passing for near a week in the Metropolis, that every circumstance of what had happened in the Riots was related to me, and I was not dismissed until the clock struck 12, — The King certainly thought the Government had been in danger; and was so strongly impressed, that so considerable a body of People could not have been brought together, without some <sup>stronger motive</sup> ~~better reason~~ than Mr George Gordon's advertisement; he had positively forbid Lord North & the Ministers to use coercive measures as much as possible, until a force sufficient could be collected into the neighbourhood of the Metropolis to repel any serious attempt which might be meditated <sup>at</sup> ~~the~~

the Government, and to give time for the discovery of the Leaders. orders were therefore given to form a Camp in Hyde Park, which in the course of 4 or 5 days amounted to 10,000 men, and which on the day of our arrival had restored tranquility in every quarter; but not until very great & considerable outrages had been committed by the Mob -

I cannot here omit to mention the very kind & particular Attention I received both from Lord North the Minister & Lord Sandwich the 1<sup>st</sup> Lord of the Admiralty, both of whom had received (from some private hand) the full account of the part I had taken in keeping the two Commanding Officers together during the Siege, and the active part I had taken as nominal Captain of the Fleet during the whole of the Campaign; Lord Sandwich made not the least difficulty in complying with my wishes to have my nephew Douglas confirmed Captain of the Roebuck, and offered me the Monarch, a full manned 74, which on my declining (for reasons very satisfactory to his Lordship) he gave the Monarch to Lord Duane.

Truly

Lord Cornwallis.

Shortly after I had been at home, came on  
 a Dissolution of Parliament; previous to which  
 Lord Auckland, (then Mr. Eden) came to me  
 from Lord North, to propose my coming into  
 Parliam<sup>t</sup>. which under such auspices, I  
 could not of course refuse; and Mr George  
 Selwyn of the Neighbourhood of ~~the City~~ of  
 Gloucester, who had for many years repre-  
 - sented that City in Parliam<sup>t</sup>, having stated to the  
 Minister that if he could send down a Popular  
 Candidate to join his Interest, there was not  
 the smallest doubt of his being able to return the  
 Two members. The day of the dissolution being  
 determined upon, I received a confidential  
 letter from his Lordship, which carried me immedi-  
 - ately from the Isle of Wight to Gloucester; and in  
 company with Mr Selwyn & his Friends, made  
 a general & successful canvass of the whole  
 Town. when, Mr Selwyn thought proper  
 to send a Friend of his, up, to ask of Lord North  
 what the Minister could not profitably bind  
 himself to <sup>grant</sup> whilst an Election was pending; at  
 this, Mr Selwyn chanced to be offended, and at 11 o'clock  
 at night on the Evening before the day of Election  
 to write me a letter, saying that from that  
 moment

He declined having any thing more to do with the Gloucester Election; and that all joint Expenses agreed upon between us, must cease from that hour. Thus Circumstanced what was to be done? - I ordered Horner to be put to my chair and wait <sup>in half an hour</sup> at Selwyns House, to remonstrate with him on such scandalous proceeding; where I was fortunate enough to find Lord Macartney <sup>with him who had;</sup> just arrived. To him I related my story, and requested him to be Umpire between us. His Lordship most honorably told Mr Selwyn, that altho then a stranger to me, and his guest, that being called upon, as he was, he without the least hesitation told him, that he was too much pledged in the business to recind from the Election or the support he had undertaken to give me in the contest; that we had commenced it together, and at all Events he was bound to give me his full & support and and to bear his share of the contest let the issue of it be what it would. and any contrary conduct to this would lose him every Friend he had in the world.

To.



1700

To all this he was inexorable. He expressed much concern for my Disappointment, and the more so, because he firmly believed we should both be returned, but as he had been used ill by L<sup>d</sup> North, he had at once made his decision; and was determined to resent the affront, instead of gratifying his Expectations.

Nothing more therefore remained for me to do, but to make my retreat immediately. I returned however to meet those Gentlemen of the Town who had given me their support, who all, except one or two, agreed with me, that without Selwyn's Interest & Exortions, I could have but little chance of success, I gave up the Contest and wrote to the other joint Candidates, that I should give them no further Trouble, and took my leave of Gloucester accordingly, and returned to Town to relate my Story at the Treasury, where my Conduct was approved, as was that of Selwyn most justly reprobated, by the whole Town, ever after.

Not

not long after this Period, and before I had  
accepted of a Govern<sup>t</sup> Seat, on the Double return,  
as I was promised, a Promotion in the Navy  
took place, and Lord Sandwich made me  
an offer of the appointment of Commissioner  
of the Navy at Halifax, with the appointm<sup>t</sup>  
of Commander in Chief in that Port, in the  
absence of a Senior officer. at the same time  
Lord George Germaine Secretary of State for the  
Colonies offered me the Command of the Province  
as Lieut<sup>t</sup> Governor, with an assurance that  
the Government should follow it, as soon  
as Mr Legge (then at home) could be otherwise  
provided for. These appointments, (so handsome-  
ly bestowed upon a Captain under 10 years  
standing) with an Income of near £2500 p<sup>a</sup> an<sup>m</sup>  
was most readily accepted, and in the spring  
of the next year 1781. I embarked with my  
Family, and arrived at Halifax in July, where  
I relieved Rear Adm<sup>t</sup> Sir Richard Hughes Bart  
and the next day was sworn in at the Court  
House

1701

as Lieut<sup>t</sup> Governor, and took upon me the  
Comm<sup>d</sup> of the Province & entered on the  
other duties accordingly, How these were  
executed, the Admiral Commanding in Chief  
on the American Station Lord Graves &  
have borne ample Testimony; and the Public  
letter written to me by the Earl of Shelburne  
Secretary of State for the Colonies, on the  
change of Administration in 1702, expressing  
strongly His Majesty's approbation of my  
services was highly flattering to me; But as  
I did not stand in the same light in Lord  
Rockingham's Administration (to whom I was  
entirely unknown) as I had done in Lord North's,  
Lord Shelburne's letter informed me that, "upon  
coming into office he found the Government  
of Nova Scotia Vacant, and as I had other  
Important duties to perform, he had thought  
proper to appoint a Friend of his own to that  
Office; but hoped it would make no material  
alteration to my prejudice, and that he might  
depend upon my giving the New Governor  
my best advice & assistance in the arduous

difficultly, which he knew existed, in keeping  
down the disaffected Inhabitants from  
joining the 13 Revolted Provinces". It is  
certainly true that when I first entered  
on the Administration, very much of that  
spirit actually existed, but had been got  
the better of, by a constant watch on their  
conduct, and a liberal attention to their  
Interest. and as at that time <sup>of</sup> a day I was too  
high spirited to sit down quietly under the  
Indignity of having a Colonel in the Army  
put over my Head, and to hold the very  
Place I had been promised by the late Admin-  
-istration, I immediately by the Packet returned  
his Lordship an answer, that I should wait  
the arrival of the New Governor, but  
continue no longer in the Province, and  
therefore requested Him to obtain His Majesty's  
permission for me to resign, not only  
the Office of Lieut Governor of the Province,  
but also that of Commis<sup>r</sup> of the Navy, as  
it was my Intention immediately to return  
into the active duties of my Profession.  
an



An opportunity of a Passage to England  
for my self & Family then presented itself  
by the Caton a 64 Gun Ship one of Lord  
Rodneys Prizes, being then in the Port  
repairing her damages — Captain Fisher  
therefore making me an offer of his apart-  
ments, I caused them to be fitted with  
every necessary & proper convenience;  
and very soon after Governor Parrs arrival  
I embarked with about 15 in Family on  
board that ship (including my Nephew  
Mr Andrew Douglas's wife & her sister with  
their servants) In January 1783, and next  
day sailed in company with the Pallas  
Capt<sup>Christopher</sup> Parker and about 10 sail of  
Merchant Vessels & empty Transports for  
England.

This Voyage proved most disastrous! —  
The circumstances & occurrences of which can never  
be remembered or related without Pain; as most  
of the distresses & disasters we met with, might  
certainly have been prevented by common Prudence  
& good Seamanship; but owing to the obstinacy &  
Ignorance of the Captain, a young man who could  
hardly be allowed to be in his senses, the ship at first  
coming

out of Port at that season of the year, was neglected  
to be put into a proper state for resisting bad weather,  
and a violent storm coming on suddenly, all attempts  
with so weak a crew were ineffectual after the  
gale began & a most tremendous sea arose. In  
less than 6 hours the ship became a mere wreck,  
from a succession of misfortunes which rapidly  
followed each other. Scudding before the  
wind, & just before night, the Mizzen blew loose  
and all attempts to get it hoisted up were seen to  
be perfectly vain, yet the obstinacy of the Captain  
prevented the Mizzen mast from being cut away  
and caused the ship, which was then going 10, or  
11 knots, to suddenly brabout too, and ship'd a  
most tremendous sea, which not only cleared  
the Decks of every thing loose, but put several  
feet water in the Hold, and the Ports & Hatch-  
ways being badly secured. as the gale increased  
the Topsails from being badly furled, the last  
Rig never having been got in, blew loose  
also, and was obliged to be cut away. Then  
the Tiller broke, and altho at length another  
Tiller, with very great difficulty was got in,  
the Rudder had worked so much whilst it was  
loose, that before midnight it was torn away  
from the Stem Post. —

No Interval of the gale  
happening

1783, The ship working very much, she took in  
so much water that the Pumps could not vent  
it; at length the Bowprit & fore mast went  
and with them the Main top, on 4 soon after  
the Miz<sup>n</sup> Mast went over the side, and until  
the wreck was cleared away, the ship was in  
danger of foundering from the violent blows  
of striking upon it.

Near a week past, before the weather  
sufficiently enabled us to construct a Temporary  
Rudder, with a Topmast hung by the Stream Cuddy  
with a Square at the end loaded with Iron Ball  
& Guys applied to the Quarters. This however,  
at length, became of little use, as the whole of  
the next week the Storm was so violent, that  
the ship was laying on her beam end the  
greater part of the time, and for want of  
the fore mast, the ship had lost stern way  
that the topmast was beat to pieces & obliged  
to be cut away.

To relate every particular distress  
is impossible, I shall therefore only state,  
that for more than five weeks we were  
left at the mercy of the Sea, our whole  
endeavour being to keep the ship above water.  
Till at last the Gale moderated, so as to allow  
of getting up a Topm<sup>t</sup> for a jury fore mast and  
employing

we had left  
every possible material for making the ship navigable. The contrivance for steering was a third of a Bower cable out of the wardroom window, with two ~~wooden~~ Gun casings, & Iron Ball at attached to the end, with Guys to the quarters, & used by Tackles; all which, in tolerable good weather, answered to steer the ship within a point or two. To reach England in this shattered state was <sup>entirely out of the question</sup> ~~impossible~~; so that our main object, was to get into the Trade wind as soon as possible; and in abt. three months we arrived safe at Cuba, but with the ships company quite exhausted by fatigue, and short allowance of Provisions.

April 1783 a few days before our arrival we spoke with a French Merchant Vessel bound to Martinico, who first informed us of the General Peace. This was an event I had by no means reckoned upon, as by the last accounts I had received from England, previous to leaving Halifax nothing of the kind was expected, and a letter from Lord Howe received by the Packet informed me that he was just appointed Commander in Chief of the western Squadron.



1783. In about a fortnight's residence at Antigua we were sufficiently recruited in our health to undertake a passage to England; for which <sup>purpose</sup> I chartered the ship *Appazon* of London, a dismantled Privateer of 24 Guns which for the last two years of the war had been cruising ag<sup>t</sup> the Enemy very successfully in the West Indies. — Here again we were fated to experience a further sequel of misfortunes; for altho we embarked under the most favorable circumstances, on board a good ship, in a good season of the year, and had reached the length of the western Islands in so short a time as to be flattering ourselves with making a very expedition. Passage, an accident happened which gave us a serious alarm & put an end to the hopes we had been entertaining.

Early in the morning, the wind <sup>on the sudden</sup> pretty strong westerly & the ship going ten knots an hour with all sails set, by the imprudence & mismanagement of the owner of the ship (who happened to be on board & eager to gain a character for

for the ship having made an extraordinary quick passage,) prevailed upon the officer of the watch to let the driver, which overpowered the helm & a heavy sea struck upon the quarter which knocked the Rudder entirely off the stem Post; when the ship, of course, broached To, and shipped so great a sea ~~and~~ the Hatchways being open, as to threaten immediate Foundering.

Captain Alex<sup>r</sup>. Ball of the Navy, (to whom I had given a Passage) & myself, being both in bed, & drowsed by the shock, were prevented reaching the Deck by the immense Torrent of water pouring down the Companion Ladder into the Cabin; at length we made our way through it, and a sad spectacle <sup>was</sup> presented to us. Both Main & Foretop-mast, Bow-sprit & Main-yard were carried away & hanging over the side, with all their sails & Rigging; The ship laying like a log in the sea, half full of water; and altho every possible exertion was immediately used by every Person on board every thing had at first so bad an appearance, that it was some time before it could be

1783

he said that the ship was in safety. In the first place having been (altho 400 Tons) built for a Cutter, <sup>she</sup> was extremely light, and ill calculated for bearing such a shock; and having a Square Tuck, to which the Gudgeons of the Rudder had been torn from, and the Bolt Holes open, so great a body of water came pouring in through them, as made it difficult for some time to get them stoped, as well as to reduce the quantity in the Hold by the Pumps & Baling, which at last was satisfactorily effected; and before noon we had the ship so much to rights, that we were proceeding on our course, at the Rate of 4 Knots, Steering with about 10 Fathoms of a Bower Cable with 2 Gun Carriages & Iron Ballast at the end, and Guys on the Quarter, with Tackles. The remainder of the day we were busily employed in clearing the wreck, and in the next we got a Jury Bowsprit fixed, and Top Gallant Mast for Top mast, and began to laugh at our misfortune, as the wind continued favourable.

Reaching Soundings however we met a confirmed  
Easterly wind, which kept us out above a fort-  
night, when fortunately we were overtaken  
by a Division of the Leeward Island Fleet  
returning to England, in consequence of  
the Peace, when the Reasonable Com-manded by Lord  
Harvey had the kindness to relieve our distress  
and towed us to the West end of the Isle  
of Wight, and the same day <sup>we</sup> came to an  
anchor off my own Cottage near Yarmouth  
and had the happiness to land with <sup>all</sup> my Family  
in perfect health —

and here a scene of happiness took place,  
after all the Perils we had experienced, scarce  
to be equalled. Five months having passed  
since we sailed from Halifax, we were  
in general given over as lost; when on  
the Amazon, in her disabled state dropped  
anchor, my Nephew S<sup>r</sup> Andrew Douglas  
immediately came off to make enquiry  
after the Caten (the ship <sup>in which</sup> we had left  
Halifax, when to his astonished joy  
as he approached, he perceived his wife & all  
of us upon <sup>this</sup> Deck. This sudden Transition may  
be conceived, but cannot be expressed!



1703.

After a few days Rest to recruit our-  
selves, I proceeded to London, When I found  
an other change had taken Place in the  
Ministry, Lord Lentsdowns Peace not  
having been well relished, from the great  
Sacrifice which had been made for  
obtaining it. The Duke of Portland was at  
the Head of the Government and Lord North  
and Lord Howe <sup>L of Admiralty</sup> Secretaries of State, By all  
of whom I was most kindly received, with  
an assurance that my Services should  
be faithfully represented to the King, and  
by whom I was, on going to the Levee, very  
graciously received and kept in conversation  
above ten minutes. ~~and~~ A few days after,  
Lord North informed me His Majesty intend-  
ed to confer upon me a Mark of his favor  
by creating me a Baronet. { Creation: the 2nd }  
{ 18<sup>th</sup> Dec<sup>r</sup> 1703. }

1783 At the close of that year Mr. Pitts Ministry  
commenced, and Earl Howe became first  
Lord of the Admiralty. The Peace Establish-  
ment of the Navy was extremely low,  
and I remained on half pay untill the  
Spring of 1705. When The Duke of Richmond  
then

Master General of the Ordnance, having formed a Plan for the better fortifying the two Principal Naval Ports in the Kingdom, Portm<sup>o</sup> & Plymouth, and the Country being much divided in opinion as to the necessity of the measure, a Commission was issued under the Great Seal to certain Land & Sea officers to examine the Plan proposed with all its Data, and consider on the spot its Eligibility and Report to the King their opinions accordingly.

To this Commission I was appointed one of the Members, and it occupied the greater part of the Summer, when a Report was made in favor of the measure to a certain Extent, which being laid before Parliam<sup>t</sup> previous to any part of the works being undertaken, and its utility being very strongly opposed, The House of Commons on the Division being equal in Numbers, The Speaker gave his Casting Vote against its taking Place, upon the Principle of a large expence being <sup>to be</sup> incurred when its benefit was doubtful.

Soon after this commission was dissolved

1705,

I was appointed by commission from the Admiralty, Commander in Chief of His Majesty's Ships & Vessels in the River Medway, and accordingly hoisted a Broad-Pendant on Board the Irresistible of 74 Guns then laying as a Guardship at Chatham.

Sep<sup>r</sup>  
1707

Few occurrences took place of any moment, in this situation, until the autumn of 1707, when the Govern<sup>t</sup> thought proper to resent the affront of the Spaniards at Nootka Sound, and ordered a Fleet to assemble at Spithead. Accordingly I sailed with the Squad<sup>n</sup> of Guardships from Chatham, & joined the Fleet at Spithead. That business being amicably settled in Dec<sup>r</sup> I returned back to my Station in the Medway

1788 and early in that year the Irresistible was paid off, and my command ceased.

1790. The Fleet was again armed, and Lord Howe appointed Commander in Chief of the Western Squadron. The ship I was appointed to command was the Vangward of 74 Guns, quite new, which in the month of July I fitted out at Portsmouth, and sailed round to the Downs, and became part of a Fleet assembled there under the Command of Admiral Lord Hood. This Fleet was intended to have acted in the Baltic against the Russians; but the differences subsisting between the two Powers being adjusted, we sailed back to Spithead, where in the next summer the Fleet to the number of 36 sail of the Line was moored in two Lines East & West, for a considerable time, until it was again judged necessary to reduce it to a Peace Establishment. The Vanguard was  
Then



1791 Then paid off; and I accepted of Lord  
+ Chatham's offer to be appointed To the Bedford  
and become the Senior Captain of the  
Guardships at Portsmouth.

No Event of any consequence occurred  
during the time I held this Commend, except  
the unpleasant Court Martial on the  
mutineers of the Bounty, from which  
Sentence Three of them were executed on  
board the Brunswick, Sir Roger Curtis.

Adm Lord Hood sat as President; and what  
made this act of Discipline <sup>very</sup> to the Court  
was, that it was their unanimous opinion <sup>I</sup>.  
That The Mutiny was produced by the  
Tyranny, oppression, Parrimony & gentleman  
like conduct of Captain Bligh; who was  
likewise Purser of the Bounty. - The Court  
therefore suggested to the President, the propriety  
before they separated, of drawing up a Paper  
containing their opinion, to be layed before  
the Admiralty Board; but this his Lordship over-  
ruled, by saying that as he was one of the  
members of the Board, and should represent  
the circumstances very fully, it was unnecessary

+ Then First Lord of the Admiralty.  
I. From the evidence produced.

1792

In this year The French Revolution began or rather got to a height, and altho the minister Mr. Pitt had every possible desire to keep England from going into a war in consequence of it, yet it was soon seen by the effect it had on the lower orders of People in this Country, that nothing would be more difficult. Yet the Government acted with great Caution against shewing any intention of doing so, by any increase of either Navy or Army.

However Orders were given for the <sup>& the</sup> Guardships, Frigates & some of the Sloops on the Home Service, to assemble at Spithead Early in the summer for the purpose of making a Cruise of Evolution in the Channel, To try the new Signals then about to be established for the Navy, and after a Trial of 6 weeks to make a Report to the Admiralty of their merits & utility —

Admiral Lord Hood commanded in the Duke, myself who rec<sup>d</sup> orders from the Admiralty to Hoist a Red broad Pendant on Board the Beaufort as 2<sup>d</sup> in Command, and

1792

and <sup>Capt<sup>n</sup></sup> M<sup>r</sup>. Colpoys in the Hannibal  
had the same order to wear a white  
Pendant as the ship in command. and  
Sir Hyde Parker was appointed Captain  
of the Fleet.

We left Spithead in June, and after  
daily exercising in various Evolutions  
in & out of line of Battle and trying  
the effect of every signal & when  
ever the weather permitted, we re-  
turned to Spithead in August, without  
the least accident, or any other event  
happening, than 2 French Frigates,  
with the Tricolor flag, passing very  
insolently through our Fleet, without  
the least notice being taken; on either  
side. The general conjecture was, that  
they had been sent out of Port, to Pick  
a Quarrrel, and therefore the Admiral,  
very prudently, disapointed their object.

at Spithead. On our Return each of the ships rec<sup>d</sup>  
orders to put their former orders into

+ according to the new Establishment <sup>Execution of</sup> <sup>Guard ships;</sup> <sup>of that day.</sup> <sup>Viz: Lord Howe's</sup>  
Come

*The Admiral*  
1792, Lord Hood struck his Flag, and left me  
in the command of the Port, accordingly  
& I took the Guardship, into the Harbour.

Dec<sup>r</sup>. Nothing material occurred until the  
end of November, when I received a secret  
& confidential letter from The Admiralty  
with a private one enclosed from Lord  
Chatham 1<sup>st</sup> L<sup>d</sup> of the Admiralty, informing me  
of the prospect of a War with France, and  
altho' it was judged premature <sup>not</sup> to make  
any open preparation whilst the French  
ambassador was allowed to remain in  
England, yet that it was important  
I should take the best means in my power  
not only to complete the Guardship's  
Complements, but to enter as many  
men for the Fleet as possible, without  
making any visible appearance of the  
Fleet's arming.

In this service we were fortunate  
and, when the Post arrived in the morning  
brought me the Admiralty orders, to  
send the Guardship, to Spithead,  
five



Dec<sup>r</sup>  
1792

five out of <sup>the</sup> six were moored at  
Spithhead before 4 in the afternoon of  
the same day (and the Admiral's ship  
the Duke, followed next morning) all  
full manned, stored & provisioned for  
6 months, and might have sailed  
on any service the next day —  
Shortly after I received a letter of appro-  
bation for my activity & zeal for the  
service; <sup>and</sup> an appointment to the  
command of the Duke of 40 Guns, to  
which ship I changed with all my  
officers, but kept Mr Douglas, then 1 of  
the Duke as my first Lieut<sup>nt</sup> —

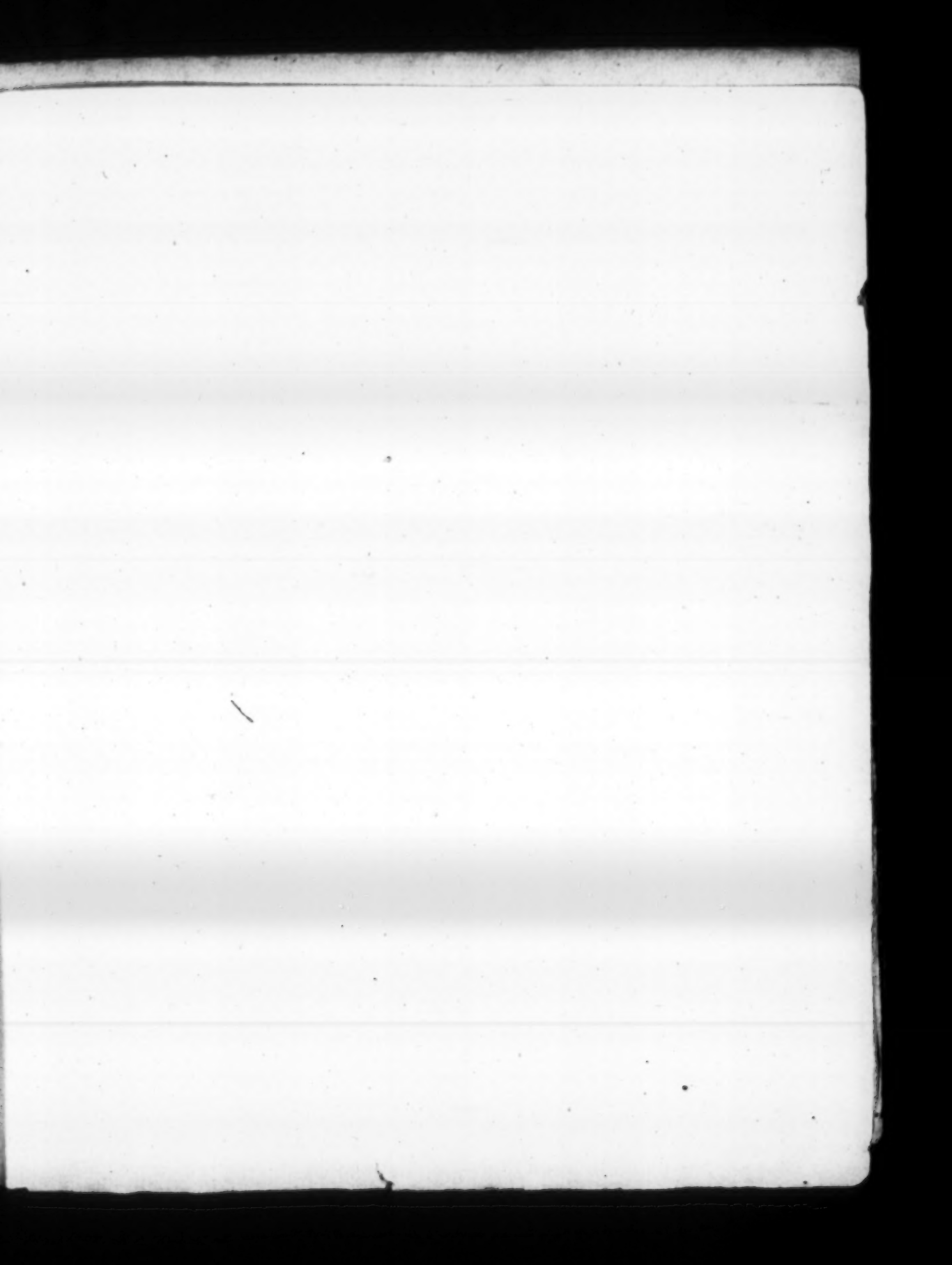
The Phœtan Frigate of 30 Guns, completely  
repaired was at this time ready for  
commis<sup>ion</sup>. My Dear Nephew Sir Andrew  
Douglas, being then living with his Family,  
at Portm<sup>outh</sup> Lord Chatfield & Lord Hood then at  
the admiralty, further gratified me, by  
giving him the Comm<sup>and</sup> of the Phœtan the  
first ship that was put into commis<sup>ion</sup>, in  
the war, then in expectation.

January

1793

I continued in the Command of  
the Portsmouth I was relieved by R<sup>ear</sup> Adm<sup>iral</sup>  
Sir Hyde Parker & soon after had a violent  
fit of sickness. The Result of which occasioned  
my giving up active service <sup>for a time</sup> & going to the  
Navy Board,  
who brought me a Private Letter from Lord Hood  
telling me that a Promotion of Flag was in agitation  
and I was made down for one of the Divisions of Marines.

(+ Now Vice Adm<sup>iral</sup> & later)  
Ezekiel Douglas



Gray, John and Arden, R. Themselves

Halls, John, Gent. Dewsberry, William

Hill, Rev. Charles Murfit, William

Ditto Atlessey, John

Ditto Buller, Robert

Ditto Brady, Mr. (Graham)

Falls, William West, Nicholas, Esq.

Hatch, Thomas Spink, John, Esq.

Ditto Palmer, John

Hatch, John, Jun. Atlessey, John

Harlock, Hinds Palmer, William

Harvey, Thomas, Esq. Palmer, William

Horsley, William Howely, Rev.

Ditto Himself

Ditto Martin, Richard, Jun.